The Hongkong Telegraph.

No. 3316 — TUESDAY, DECEMBER 6, 1892. — SIX DOLLARS PER QUARTER

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Subscribed Capital ..... £ 300,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—

D. Gillies, Esq. | ChowTung Shang, Esq.
Chan Kit Shan, Esq. | W. Wotton, Esq.
C. J. Hirst, Esq. | Kwan Hoi Chuen, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

ADVISORY COMMITTEE IN LONDON:—

THOMAS CARMICHAEL, Esq.—Messrs. Dent, Palmer & Co.
JOHN BUTTERY, Esq.—Messrs. John Buttery & Co.
C. B. STUART-WORTLEY, Q.C., M.P.
GEO. MUNRO, Manager.

BANKERS:—

Paris Banking Co., and The Alliance Bank (Ld.)
The Commercial Bank of Scotland.
Yokohama—D. FRASER, Manager.
Shanghai—C. J. GALLOWAY, Manager.
Amoy—J. ANDERSON, Manager.
With sub-Branch at Foochow.

CURRENT ACCOUNTS opened. Money received on Deposit. Drafts issued. Bills purchased and collected. Advances made on Securities or goods in neutral Godowns. Usual Bank Agency business undertaken.

Interest for 12 months Fixed, 5 per Cent,
" 6 " " 4 "
" 3 " " 3 "
CURRENT ACCOUNTS " 2 "

For Rates of Interest for other periods apply to the Manager.

Hongkong, 26th November, 1892. [8

THE NATIONAL BANK OF CHINA, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTH CALL of ONE POUND (£1) per Share making £8 in all, is payable on or before 8th December next, at the current rate of exchange.

When making payment, Shareholders will please send their provisional Certificates in order that same may be exchanged for permanent Scrip shewing £8 paid up.

Residents at YOKOHAMA, SHANGHAI, AMOY and FOOCHOW can pay at the Bank's Branches there.

By Order of the Board of Directors.
GEO. W. F. PLAYFAIR,
Chief Manager.

Hongkong, 5th November, 1892. [1104

Insurances.

THE STANDARD.
A SCOTTISH LIFE OFFICE OF 64 YEARS STANDING, AND ONE OF THE WEALTHIEST AND MOST PROGRESSIVE OF THE PROVIDENT INSTITUTIONS OF THE UNITED KINGDOM.

THE Standard has a long record of good services to refer to; its Funds, annually increasing, amount to £7,000,000 Stg.; the Premiums are moderate; and all modern features consistent with safety have been adopted.

DODWELL, CARLILL & Co.,
679—6] Agents, Hongkong

SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

THE Undersigned are prepared to accept FIRE and MARINE INSURANCES on favourable terms.

Current rates, and a guaranteed Bonus equal to that paid by the local Offices.

S. J. DAVID & Co.,
Agents,
Hongkong, 1st November, 189 . [389

GENERAL NOTICE.

THE ON TAI INSURANCY COMPANY (LIMITED).

CAPITAL, TAELS 600,000, EQUAL TO $833,333.33
RESERVE FUND $318,000.00

BOARD OF DIRECTORS.

LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c. taken at CURRENT RATES to all parts of the world

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1881. [869

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED $1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST,
Hongkong, 1st February, 1882. [149

FOR SALE.

DUC DE MONTEBELLO CHAMPAGNE.

$26.00 per case... 6 Magnums (Dry).
27.00 do. ... 6 do. (Extra dry).
25.00 do. ...12 Quarts (Dry).
26.00 do. ...24 Pints (do.).
26.00 do. ...12 Quarts (Extra dry).
27.00 do. ...24 Pints (do.).

BRANDY,
$7.50 to $66 per case of 1 dozen quarts.

CLARETS.
$6 to $42 per case of 1 dozen quarts.

FRENCH BEER, WHITE WINE, &c., &c., &c.

Price list on application.

M. S. SASSOON & Co.,
Agents for
P. MIGNARD, Esq.,
Shanghai.
Hongkong, 25th November, 1892. [1179

Intimations.

CAUTION.

ALL SUMS PAID into the Office of the *Hongkong Telegraph* are receipted on PRINTED FORMS Signed by the Manager, and no other Person is authorised to receive the money. Payments made to unauthorised Persons, or not receipted on Printed Forms signed by the Manager, cannot be held VALID.

R. FRASER-SMITH,
Editor and Proprietor,
Hongkong Telegraph.
Hongkong, 8th November, 1892.

NOTICE.

THE Undersigned hereby give Notice that they will PROSECUTE any PERSON or PERSONS found BUYING or SELLING or POSSESSING CHINESE INDIA RUBBER SHOES fraudulently bearing the Trade Marks "LION" and "SCALE" of the NORTH BRITISH RUBBER COMPANY of EDINBURGH and LONDON.

W. G. HUMPHREYS & Co.,
Bank Buildings,
Sole Agents for China.
Hongkong, 7th November, 1892. [1106

THE NORTH AUSTRALIAN BUTCHERING COMPANY, SINGAPORE.

THIS Company butchers only AUSTRALIAN CATTLE (200 head arrive monthly by their Steamer "DARWIN"), and they now supply Steamers with their sea-stocks, &c. of AUSTRALIAN FRESH BEEF at the same price as Native Beef.

Orders, either for carcasses or smaller quantities, will receive immediate execution, and may be sent through Dubashes (*i.e.* Ships' Compradores) or direct to any of the given addresses.

ASK FOR AUSTRALIAN MEAT AND SEE THAT YOU GET IT.

OFFICES—3A, Raffles Place, Singapore; Telephone No. 113.
BUTCHERING ESTABLISHMENT—Orchard Road; Telephone No. 184.
CATTLE CAMP—New Harbour; Telephone No. 25.
Singapore, 1st September, 1892. [900

THE MIIKE COAL MINING COMPANY.

THE MIIKE COAL is a BITUMINOUS COAL of dark reddish colour. For steam purposes it has been pronounced to be the best and the most economical of all the Japanese Coals. Its export is increasing yearly, and the opinions expressed by several of the largest regular consumers are in testimony of the excellent qualities of this coal.

Attention is called to the following advantages to Ships' Owners and Captains, who coal their bunkers direct from the Undersigned:—

FRESHNESS of the coal.
UNIFORMITY of quality,
FREEDOM from Impurities.
Supply in any quantity on shortest notice.
Quick despatch,
BEST of weight, etc., etc.

MITSUI BUSSAN KAISHIA,
Sole Agents.
Hongkong, 5th September, 1892. [890

TAKLEMA COLLIERIES COMPANY, MOJI.

THIS Company having appointed the Undersigned AGENTS for their Coal, (TAKLEMA AKAIKI) in Hongkong, they are prepared to supply Coal ex-Ship, ex-Godown, or trimmed in Bunkers, at prices to be had on application.

Copies of Reports and Analysis to be seen in the Office of the Undersigned.

CHEE ON & Co.,
Sole Agents,
Nos. 21 & 22, Lee Yuen Street, East.
Hongkong, 26th September, 1892. [933

SAI-PANG COALS.

THE Undersigned begs to inform the Public that he has appointed HOP-WO-LOONG as Agents in Hongkong for the Sale of the SAI-PANG COALS of the HONDO COAL MINES, Japan.

KONOMI TAKASUKE,
Owner of the Hondo Coal Mines.

WE the Undersigned are ready to supply COALS of the above Mines, weight and quality guaranteed, in any quantity with the quickest dispatch.

HOP-WO-LOONG,
Agents for the Hondo Coal Mines,
Nos. 36 & 37, Praya Central.
Hongkong, 26th August, 1892. [855

KING WO CHEONG,

COAL MERCHANTS, SHIP'S COMPRADORES, STEVEDORES, &c.

Have for Sale a cargo of pure AKAIKI COAL, ex S.S. "LENNOX."

MR. J. W. BOYD, Superintendent at Kowloon Docks, reports that AKAIKI COAL GIVES TEN PER CENT. BETTER RESULTS than any Japanese Coal he has ever used.

For full particulars as to price, &c.,
Apply to
KING WO CHEONG,
No. 32, Praya Central,
Hongkong, 17th November 1892. [731

HONGKONG RIFLE ASSOCIATION.

THE SHORT RANGE CUP will be Shot for on SATURDAY, the 10th instant. Ranges—500 and 600 yards. Time, 2.45 P.M.

ED. ROBINSON,
Hon. Secretary.
Hongkong, 5th December, 1892. [40

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board and Table Accommodation.

Apply to
Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 9th November, 1892. [1114

PRIVATE BOARD AND RESIDENCE,
"GLENEALY BUILDINGS,"
(Nos. 13 and 14, Wyndham Street.)

MRS. GILLANDERS has VACANCIES for RESIDENT BOARDERS and VISITORS, also Accommodation for TABLE BOARDERS.
Hongkong, 5th July, 1892 [650

Intimations.

THE CHEAPEST
STORE IN THE COLONY
FOR
FRENCH & ENGLISH CONFECTIONERY,
BON BONS,
TOYS, &c., &c.

An early inspection invited.

HONGKONG TRADING CO.
Nos. 1, 3, 5, & 7, D'Aguilar Street.
Hongkong, 6th December, 1892. [927

CHRISTMAS 1892!!

LANE, CRAWFORD & Co. have received their new CHRISTMAS STOCK and are now showing a splendid collections of Articles suitable for

CHRISTMAS PRESENTS.

Leather Goods, Electroplated-Ware, Table Flower Sets, Books, Lamps and Lamp Shades, Fitted Dressing Bags, Jewel Cases, Decorative China and Glassware and a good assortment of Novelties all at moderate prices.

CHILDREN'S TOYS.

Toy Books, French Dolls, Rubber and Wool Toys, Magic Lanterns, American Toys, German Toys, English Toys, French Toys. The latest Cossaques, Christmas Tree Decorations, Flags and Banners.

CONFECTIONERY.

New Season's PUDDING and DESSERT FRUITS, NUTS, FIGS, MUSCATELS, ELVE'S PLUMS, CHRISTMAS CAKES and BISCUITS.

CHRISTMAS DELICACIES.

An assortment of Provisions suitable for the season. Special York Hams, Stilton and Gorgonzola Cheese.

WINES.

LANE, CRAWFORD & Co.
Hongkong, 5th December, 1892. [1071

W. POWELL & CO.

CHRISTMAS PRESENTS.
CHRISTMAS PRESENTS.
CHRISTMAS PRESENTS.

TOYS! TOYS!! TOYS!!!

W. POWELL & CO.
Hongkong, 5th December, 1892 [5

MOUTRIE, ROBINSON & Co.
(UNDER HONGKONG HOTEL) AND AT SHANGHAI, KOBE AND YOKOHAMA.

PIANOS

FOR HIRE OR MONTHLY PAYMENTS, HOME PRICES FOR CASH.
BUILT SPECIALLY FOR US AND GUARANTEED ABSOLUTELY.
PIANO REPAIRS AND RE-BUILDING.
25 YEARS EXPERIENCE IN CHINA, AND WORK EQUAL TO THAT DONE AT HOME.
SATISFACTION GUARANTEED.

CLASSICAL AND POPULAR MUSIC

AN IMMENSE STOCK OF Peters, Litolff, Augener &c., and all the NEWEST SONGS (Comic and Sentimental) WALTZES, PIANO PIECES, DUETS, STUDIES, TUTORS, AMERICAN FOLIOS, OPERAS, &c., &c.
BANJOS, MANDOLINES, GUITARS, ACCORDEONS, CORNETS, VIOLINS, MUSIC STANDS and STOOLS, &c., &c., &c.
Illustrated Catalogues free.

KELLY & WALSH, LD.

JUST LANDED

SWEET CAPORAL CIGARETTES.

OGDEN'S PERFUMED CIGARETTES
AND
TOBACCOS,

KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 30th November, 1892. [6

W. BREWER.

NEW VOLUME OF

BOYS' Own Paper,
Girls' Own Paper.
Little Wide Awake.
Bo Peep,
Chatterbox, &c., &c.
Children's Picture Books in great variety.

Children's Toy Books, Story Books, &c. in new and attractive covers.
New Scientific Books.
New Sets Popular Novels,
New Sets Popular Poets,
New Goods in great variety.

W. BREWER,
UNDER HONGKONG HOTEL.
Hongkong, 29th November, 1892. [612

CENTRAL HOTEL,
SHANGHAI.

THIS long established SELECT Family Hotel, situated on the Bund, facing the river, in the centre of the Settlements, has lately undergone extensive alterations, and is now fitted with the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid on DOUCHE, SHOWER SPRAYS, etc., and heated to a comfortable temperature during winter.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.

The Electric Lighting now partly laid on will be completed during this year, 1892.

An Assistant will attend on Passengers by Mail Steamers.

N.B.—TELEGRAPHIC ADDRESS:—"CENTRAL, SHANGHAI."

F. E. REILLY,
666] *PROPRIETOR.*

Auctions.

CHRISTMAS SALE.

PUBLIC AUCTION
OF
JAPANESE WARE.

THE Undersigned has received instructions to Sell by
PUBLIC AUCTION,
ON
SATURDAY, the 10th December, 1892,
Commencing at 2.30 P.M.,
at his SALES ROOMS, Duddell Street,
A VERY FINE COLLECTION OF
JAPANESE WARE,
AND
WORKS OF ART,
Comprising:—

HANDSOME CLOISONNE VASES, PLATES and PLAQUES in newest designs, LACQUERED INLAID PANELS and PLAQUES, SATSUMA, TOKIO, OWATA and other PORCELAIN VASES, JARS, TEA and BREAKFAST SETS, &c., PORCELAIN WALL PLATES, &c., &c.

HANDSOME INLAID CABINETS, LACQUERWARE BRONZES, ALBUM COVERS, WATER-COLORS, SILK DRESSING GOWNS and JACKETS, SILK HANDKERCHIEFS, WALLHANGINGS, EMBROIDERED SCREENS, ARMOUR, HELMETS, SPEARS.

AND
A VARIETY OF OTHER ARTICLES.

Catalogues will be issued previous to Sale, and the above will be on view on Friday next.

TERMS OF SALE—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.
Hongkong, 5th December, 1892. [1197

PUBLIC AUCTION.

MR. A. G. GORDON will Sell by PUBLIC AUCTION,
ON
SATURDAY, the 17th December, 1892,
at 11 o'clock A.M.,
instead of Thursday, the 15th December, 1892, at 3 o'clock as previously advertised, at the Premises,

THE FOLLOWING VALUABLE
LEASEHOLD PROPERTY,
Comprising:—

All those PIECES or PARCELS of GROUND situate at Victoria in the Colony of Hongkong, and being Section B and the remaining portion of INLAND LOT No. 724 as the same Premises are now held for the residue of a term of 999 years from the 25th June, 1861, granted therein subject to the payment of the CROWN RENT payable in respect thereof and the performance of the Crown Covenants to be performed in respect thereof and subject also to the existing Lettings and Tenancies thereof (if any).

All those PIECES or PARCELS of GROUND situate at Victoria aforesaid and being Section A and the remaining portion of INLAND LOT No. 725 as the same Premises are held for the residue of a term of 999 years from the 25th June, 1861, granted therein subject to the payment of the CROWN RENT payable in respect thereof and the performance of the Crown Covenants to be performed in respect thereof and subject also to the existing Lettings and Tenancies thereof (if any).

All that PIECE or PARCEL of GROUND situate at Victoria aforesaid and being INLAND LOT No. 727 as the same Premises are held for the residue of a term of 999 years from the 20th June, 1881, granted therein subject to the payment of the CROWN RENT payable in respect thereof and the performance of the Crown Covenants to be performed in respect thereof and subject also to the existing Lettings and Tenancies thereof (if any).

All that PIECE or PARCEL of GROUND situate at Victoria aforesaid and being INLAND LOT No. 728 as the same Premises are held for the residue of a term of 999 years from the 25th June, 1861, granted therein subject to the payment of the CROWN RENT payable in respect thereof and the performance of the Crown Covenants to be performed in respect thereof and subject also to the existing Lettings and Tenancies thereof (if any).

The Premises will be Sold in One Lot.

The Sanction of the Government has been obtained for the erection of Kerosine Godowns on all the above Premises.

For further Particulars and Conditions of Sale apply to

WOTTON & DEACON,
Solicitors,
35, Queen's Road, Hongkong,
or to
A. G. GORDON.
Hongkong, 5th December, 1892. [1184

For Sale.

THEY LEAD THEM ALL.

THE CELEBRATED

CALIFORNIA WINES,

from the well-known Vineyards of Messrs. KOHLER AND VAN BERGEN, San Francisco, and JULIAN P. SMITH (Olivina) Livermore, California,

Guaranteed to be Pure and Unadulterated.

Pure BLACKBERRY BRANDY and fresh Consignments of BARTLETT SPRING MINERAL WATER by each Steamer.

Prices forwarded on application to

MACONDRAY BROTHERS & Co.,
Commission Merchants,
No. 30, Water Street,
Yokohama.
Yokohama, 12th August, 1892. [844

FOR SALE.

THE SCHOONER
"MONTIARA,"
AS SHE NOW LIES IN YAU-MA-TI BAY.

Length ..... 75 feet.
Beam ..... 17 feet.
Depth of hold ..... 7½ feet.
Registered Tonnage ..... 75 tons.

(Owing to recent alterations the carrying capacity of the *Montiara* has been increased to about 120 tons dead weight.)

The *Montiara* was built in Singapore, is most solidly constructed of teak throughout, with iron-wood frames, has recently been thoroughly overhauled under experienced European superintendence, and is now in excellent condition. She is a very fast sailer and a most suitable vessel for the Canton kerosene trade, or would make a first-class lighter.

For Particulars as to Price, &c., apply to

R. FRASER-SMITH,
6, Pedder's Hill.
Hongkong, 17th May, 1892. [585

For Sale.

FOR SALE.

BREAKFAST SAUSAGES... 35 cents per lb.
AUSTRALIAN CORNED BEEF ..... 12 " "

ANDERSON & OLSEN,
23, Lee Yuen Street East.
Hongkong, 5th December, 1892. [1193

FOR SALE.

THE GOOD S.S. "PEKIN" and S.S. "KWONG-MO."

For Particulars apply to
SUI KEE CHAN,
53, Bonham Strand West.
Hongkong, 14th November, 1892. [1130

FOR SALE.

THE ENGINES AND BOILER OF THE CHINESE GUNBOAT "CHOP-CHEUNG,"
AS THEY LIE AT ABERDEEN DOCKS.

THE Engines of the *Chop-cheung* were constructed by Messrs. INGLIS & Co., of Wanchai, and are of the Compound Inverted Cylinder Direct-Acting Surface Condensing type, Cylinders 20½ and 38" dia., with a stroke of 26." The Crank Shaft is 6¼" dia. at the Crank pin and 7" dia. at the journals. The H.P. Piston Rod is 3" and the L.P. 3½" dia. The Piston and Connecting Rod bolts are 2" dia., Air Pump 14½" dia. by 13 stroke, Single Acting Circulating Pump 8" dia. by 13" stroke, and Double Acting Feed and Bilge Pump (one each) 3" dia. by 13" stroke.

These Engines have been very little used and are in thoroughly good order.

The Boiler is of the Horizontal Multitubular type, with three Furnaces and vertical Dome on top. Its dia. is 10ft. 2" by 9ft. 10" long, external measurements; Furnaces, 2ft. 7" dia.; Dome, 44" dia. by 4ft. high; Tubes, 184 in number by 3" ex. dia. It is in fairly good condition, having recently undergone considerable repairs, and would last in active service for over five years.

The Engines and Boiler can be inspected on application to the Superintendent at Aberdeen Docks.

For further particulars, apply to
R. FRASER-SMITH,
6, Pedder's Hill.
Hongkong, 17th May, 1892. [526

Shipping.

STEAMERS.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship
"ZAFIRO,"
Captain Cobban, will be despatched for the above Port, TO-MORROW, the 7th instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers.

For Freight or Passage, apply to
SHEWAN & Co.,
General Managers.
Hongkong, 5th December, 1892. [1192

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship
"CATHERINE APCAR,"
Captain J. G. Olifent, will be despatched for the above Ports, on THURSDAY, the 8th instant, at Noon.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 2nd November, 1892. [1189

"UNION" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
"ETHIOPE,"
Captain Pinkham, will be despatched for the above Port on or about the 10th December, instead of as previously advertised.

For Freight or Passage, apply to
SHEWAN & Co.,
Agents.
Hongkong, 29th November, 1892. [1081

THE "GIBB" LINE OF CHINA AND AUSTRALIAN STEAMERS.

FOR SYDNEY AND MELBOURNE.
(Calling at MACAO, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"OCAMPO,"
Captain Price, will be despatched for the above Ports, on WEDNESDAY, the 14th instant, at 1 P.M.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 5th December, 1892. [1196

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 100 A. 1. Norwegian Bark
"SIGURD,"
Aase, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.
Hongkong, 21th November, 1892. [1124

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship "CITY OF RIO DE JANEIRO."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.
Hongkong, 1st December, 1892. [1

Intimations.

GINGER ALE.

WE have always made good GINGER ALE, and we are now making the best. At various exhibitions and competitions in London and elsewhere, GINGER ALE made by the formula we now use has won 32 Prize MEDALS and CERTIFICATES of MERIT.

In 1890 competed and won against FOUR of the most famed Belfast makers.

The Analyst's report:—

"It is of unexceptionally good quality."

"Particularly pleasant to the taste."

"Decidedly tonic and sustaining."

"In every respect most satisfactory."

ARTHUR HILL HASSAL, M.D.

The ideal temperance beverage.

DAKIN, CRUICKSHANK & Co., LD.
Victoria Dispensary,
Queen's Road Central.
Hongkong, 17th October, 1892. [1183

A. S. WATSON & CO., LD,

have just received

ex Steamers "BENLEDI" and "GANGES"

their first shipments of

XMAS CONFECTIONERY

Consisting of:—

CHOCOLATE CREMES, VANILLA PRALINES, SUGARED ALMONDS, BURNT ALMONDS, NOUGAT, JUJUBES, TURKISH DELIGHT, PARISIANS,

&c., &c., &c.

DELICIOUS FRUIT JELLIES.
ASSORTED PINEAPPLE, LIME, DAMSON, GUAVA, RASPBERRY, STRAWBERRY, PLUM, &c.

CALLARD AND BOWSER'S
BUTTER SCOTCH, ALMOND ROCK and EVERTON TOFFEE.

CADBURY'S CHOCOLATES
in great variety.

CRYSTALLIZED FRUITS, MUSCATELS, ALMONDS AND FIGS.

FANCY BOXES.

A large and varied Assortment of
ARTISTIC DESIGNS.

XMAS CARDS,

ENGLISH, JAPANESE and CHINESE,
a splendid selection.

TOM SMITH'S CRACKERS,
A LARGE STOCK WELL ASSORTED.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.
Hongkong, 10th November, 1892. [4

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, *Hongkong Telegraph*" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the *Hongkong Telegraph* will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

MARRIAGE.

On the 3rd November, at North Finchley, by the Rev. Thos. Hill, assisted by the Rev. S. J. Comer, MARIAN, eldest daughter of D. R. Crawford, Craigelburn, (formerly of Hongkong), to GEORGE A. CALDWELL, of Hongkong.

DEATH.

At 3, Woosung Road, Shanghai, on the 2nd December, 1892, John Howes aged 62 years.

DEATH.

On the 26th November, at St. Leonards-on-Sea, AGNES, the beloved wife of M. J. Stephens, Solicitor.

The Hongkong Telegraph.

HONGKONG, TUESDAY, DECEMBER 6, 1892.

TELEGRAMS.

THE PANAMA CANAL FRAUDS.

LONDON, November 26th.

The trial of Messrs. de Lesseps and the other managers of the Panama Canal Company, who are being prosecuted by the French Government for breach of faith and fraud, will commence on the 10th January.

THE INTERNATIONAL MONETARY CONFERENCE.

The United States Delegates have submitted their proposals to the International Conference, and consider that it will be necessary to establish an International agreement for providing an unlimited coinage of both gold and silver bullion into full debt-paying money, fixing the ratio of both the metals and creating a uniform charge to the public for coining their gold and silver.

THE MONETARY CONFERENCE.

December 4th.

The Conference Committee are almost unitedly in favour of a proposal for the gradual withdrawal of all gold coins under the value of twenty francs and also of small bank notes.

DEATH OF MR. JAY GOULD.

Mr. Jay Gould is dead.

LOCAL AND GENERAL.

THE U.S.S. *Alert* arrived at Kobe from Yokohama on the 27th ulto.

THE French flagship *Triomphante* left Kobe for Shanghai on November 28th.

INSPECTOR Corcoran returned with Mrs. Corcoran and family by the P. & O. steamer *Malwa* yesterday, and to-day proceeded to the Peak Police Station quarters.

THE *Empress of Japan* brought from Canada a splendid lot of golden russet apples, fresh and tempting, in the best possible condition, for Messrs. Carmichael & Co.

THE Canadian Pacific Railway Co.'s Royal mail steamer *Empress of India* arrived at Nagasaki yesterday at 7 a.m., and left again at 4 p.m. for Vancouver, *via* Kobe and Yokohama.

THE Shanghai *Mercury* understands that a local dealer is sending three Mongolian griffins by an early steamer to Hongkong, for Mr H. N. Mody. The price paid was taels 1,200.

THE well-known coasting steamer *Ningpo*, which for many years has traded under Messrs. Siemssen & Co.'s flag between Shanghai, Hongkong and Canton, has been sold to Japanese.

AN Emergency meeting of Zetland Lodge, No. 525, E.C., will be held in Freemasons' Hall, Zetland Street, on Saturday, the 10th Instant, at 8.30 for 9 p.m. precisely. Visiting brethren are cordially invited.

IN the Oxford Local Examinations of July last, 19 Hongkong candidates were successful, including 6 from the Victoria College, 3 from the Victoria English Girls School, 6 from the Diocesan School, 3 from the High School, and one under private tuition.

THE Band of the 1st Shropshire Light Infantry will play the following programme at the Officers' Mess, Murray Barracks, this evening, commencing at 8 o'clock:—

Overture	"Le Cheval de Bronze"	Auber.
Selection	"Il Barbiere"	Rossini.
Valse	"Phantome"	Gung'l.
Selection	"Yeomen of the Guard"	Sir A. Sullivan.
Mexican Dance	"Habanera"	F. D. Ono.

A SEOUL (Korea) correspondent writes under date the 15th ultimo:—The King of this dreary land of blighted hopes and busted promises telegraphed to Prince Min Yong Ik, who has long been a resident in Hongkong, to return to his native land to visit his mother, who is dangerously ill. The Prince, it appears, declined to return to Korea at the present juncture; preferring to remain safe and sound, and far away from his astute enemy Yuan Se Kai, the Chinese Imperial Resident. I hear that were Yuan removed from Korea, Min would return. If he did so it would be beneficial to the country, for the Prince is a determined man, a patriot, and as able as he is unquestionably shrewd and business like.

THE *N. C. Daily News* of Nov. 30th says:—The *Kweiyang* left Newchang on the 26th instant. The river was then full of ice of considerable thickness, making it difficult to steam through. The *Kweiyang* and *Chowchowfoo* were the last two vessels to leave Newchwang this season. On the way down the *Kweiyang* experienced northerly winds, snow and sleet to Shawelshan. The *Kiangsuen* experienced strong westerly winds and fine weather. The *W. Corst de Vries* left Hankow on Saturday and had fine weather throughout. The *El Dorado* arrived here yesterday morning in tow of the *Fuhle*, the tugboat having taken her from the *Esang* on Monday. When the *Esang* went out look for the *El Dorado*, she found her where the second officer left her on Saturday, as she had not drifted at all, her anchor holding her. The *Esang* took her in tow on Monday before 9 a.m. and left her off Tungsha. It was the tunnel shaft of the *El Dorado* which was broken.

COUNT ITO, President of the Japanese Cabinet, met with a rather severe accident at Tokyo on the 27th ulto, owing to his jinrikisha colliding with the carriage of the Princess Komatsu Yorihito. According to the *Yapan Herald*, the Count was leaving his official residence at Nagatamachi at 2 p.m. in a rickshaw, when the carriage of Princess Komatsu Yorihito was seen to be coming towards the gate. In turning to avoid a collision, the jinrikisha was upset, and Count Ito thrown with considerable force to the ground, and knocked senseless. He soon recovered, however, and upon being examined by Dr. Hashimoto, was found to have sustained one bruise on the forehead and three on the side of the head, from 4 to 5 centimetres long, and penetrating to the pericranium. His front teeth were loosened and his lips cut, and as he had a bad shaking, considerable fear is entertained lest he should have concussion of the brain, in addition to the fever consequent upon the wounds he has received. Anyway it is not expected he will recover inside of five weeks. Princess Komatsu immediately visited Count Ito, and tendered her condolence, and the Ministers of State were soon in attendance on their chief, while messengers were also sent by the Emperor and Empress.

HARMSTON'S CIRCUS should and doubtless will attract a large audience to West Point this evening, a most brilliant programme having been arranged for the opening night. The famous Feeley family will make their *début* in Hongkong, and from our own knowledge of their exceptional talents we feel certain that they will win the warm appreciation of all present. One sensational feature has been specially introduced—Miss Amelia Feeley's aerial flight, which is said to be a wonderfully clever performance. The Stewart Brothers bear a high reputation as musical grotesques, and as they also are strangers to the colony, their appearance will be looked for with great interest. We are glad to hear that Mr. George Harmston and the charming and accomplished Miss Le Blonde are in their best form, and will appear in those daring feats of skilled equestrianism which have gained them such world-wide renown, also that the versatile "Gibbie" intends to electrify the public with his wonderful somersaults on horseback. It is rather to be regretted that Mr. Chas. B. Hicks and Mr. Robert Love are not billed to appear in their celebrated double horse act, but doubtless that is a treat in store for us later in the season. As usual the Band will start off at score at 9 sharp.

IN consequence of the accident to the *Ravenna*, the *Malwa* will continue her voyage from Shanghai to Japan, leaving Hongkong this afternoon.

MAILS Due:—

Bombay (*Shanghai*)	5th instant.
Singapore (*Benalder*)	5th "
Bombay (*Bisagno*)	8th "

NOTICE to the Police! Wanted! The Tytam Tiger for Harmston's Circus. Liberal terms, including a gold medal and a free ticket for the show, to any man, woman, child or other person who captures the monster alive.

AFTER carefully perusing "Happy Ratepayer's" letter on "Mr. O'Brien—gentleman and statesman" we regret we cannot see our way to publishing it in the *Telegraph*. We find very little fault with our correspondent's sentiments, but his language is far too intemperate to justify anonymous publication in the columns of a daily newspaper. Besides, Mr. O'Brien is only an official, and he cannot help that.

REFERRING to the death at Shanghai on the 2nd inst. of Mr. John Howes, the *Mercury* says:—It is with great regret that we record the death of another very old and respected resident, Mr. John Howes, whose benevolent face and well known figure will be sadly missed by his countless friends. He passed away this afternoon, after a long illness, and his death removes one of the best and most genuine men who ever came out to the glorious but disappointing East. Many a poor person whom John Howes' unostentatious charity sustained will feel his loss. Mr. Howes came out to China with the British Army in the days of Gordon, and participated in many engagements against the Taipings. After the war closed, he left the army and entered the service of the Municipal Council, where he remained till the time of his death. By his death the post of Inspector of Markets becomes vacant. The Council have lost a good servant—one of the few who give value for their money—the poor a friend, and a large circle of acquaintance a man whose like we shall not soon look upon again.

"A CANTON SHAREHOLDER" writes as follows to *Fairplay* under date October 3rd:—

The figures of the Canton Insurance Office, Limited, quoted in your Marine Insurance Note of 28th October, appear to me to require some explanation, viz., the sum of 180,000 dols. is stated to have been added to the reserve fund, making that fund 680,000 dols. Now as the reserve fund on 22nd October, 1891, stood at 550,000 dols., it must now stand at 730,000 dols. or else only 130,000 dols. can have been added to it—an error of 50,000 dols.

The profit of the year is stated to be		$510,000
Out of which		
Reserve Fund	$180,000	
Dividend, 8 dols. per share on 10,000 shares	80,000	
Carried forward	73 000	335,000
Balance		$177,000

What has become of this balance? Has it been returned to contributors of premium? If so, why not say so, as in former years giving the percentage of return on amount of premium? It would be far better for the interests of the Office if a *résumé* of figures was not published at all, than that figures should be published that are wrong, and important details omitted, that are absolutely necessary to enable shareholders and the public to understand how the money earned has been expended.

THE Hon. Treasurer of the Alice Memorial Hospital begs to acknowledge, with thanks, the following donations to the funds of the Hospital:—

Cheong Koon Seng	$ 10
W. G. Humphreys & Co.	10
Ng Yuen Hing	10
Yee Yuen Hing	10
Wo Hing Tai	6
Hing Kee Hong	5
Chun Cheong Wing	5
Kwong Yue Wo	5
Yee Soon Tai	5
Cheong Kee Hong	5
Kwong Nam Loong	5
Chan Foong	5
Kwan Hing Loong	5
Yuen Cheong Lee	5
Chit Wo Hong	5
Hon. N. G. Mitchell-Innes	5
Ting On	5
Wing Ching Cheong	5
Luen Cheong Hong	5
On Wo Loong	5
Kwong Fung Hong	5
Wing Cheong Chan	5
Hing Fong Seng	5
Kwong On Wing	5
Chuen Yue	5
Yan Yuen	5
Kwong Tong Fok	5
Kwong Loong	5
Sing Tai	5
Kwong Tok Hing	5
Pik Wo Hing	5
Man Hing Cheong	5
Loong Kee	5
Ling Wan	5
Yuen Sang Loong	5
Yan Wo Chan	5
In smaller sums	3

SELAMA TIN MINING COMPANY.

The Statutory meeting of this newly reconstructed Company was held to-day. Mr. J. Orange presided, and there were also present Messrs. D. Gillies, C. Inchbald, W. H. Ray (directors) G. Fenwick, J. H. Maclehose, L. B. Gomes, M. B. Polishwalla, E. Solomon, T. I. Ross and W. H. Potts (secretary).

The secretary having read the notice of meeting,

The Chairman said:—Gentlemen, this meeting is called in accordance with the ordinance which provide that the first meeting of a new company must be held within four months of registration. The reconstruction by the liquidation of the former company, has been carried out. This meeting is purely formal, there being no report nor accounts to pass, and as advertised, a private meeting will be held at the conclusion of the present meeting, to discuss certain matters in connection with the company.

Mr. Fenwick rose to speak, but changed his mind and sat down again.

The public portion of the proceedings then terminated.

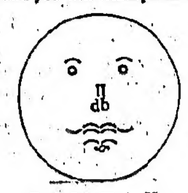
END OF THE DOCK STRIKE.

THE MEN ALL COME IN.

At noon to-day we were informed as follows:—The strike at the Kowloon Docks is in much the same position as it was yesterday. The piece-workers are still working out their contracts, but the strikers are said to be making things as unpleasant for them as possible. The men out on strike naturally took umbrage at the turn in the tide caused by the importation of fresh labour and to-day a reporter noticed abusive placards posted about Hunghum and the walls of the Dock-yard. They are not quite up to the notorious Chou Han's *billets doux* but are worth reproduction nevertheless. It is only fair to say that they are quite wrong in blaming Mr. Boyd. A free translation of one of them runs thus:—

"Men, stand out like men for your rights which have been ruthlessly invaded. There is no reason why your overtime pay should be reduced. Boi-tah (Mr. Boyd) will find out his mistake. He is a tyrant but we don't fear him any more than the tiger fears its prey. Here is his portrait! Bow down and worship it!

"A proclamation issued by the Leaders. Respect it, and you will triumph in the end."



BOI-TAH.

As we go to press, Mr. Gillies informs us that the strike is now quite finished, as at a conference this afternoon all the men have acceded to the Company's terms. The blacksmiths and engineers will come in to-morrow and resume work at the usual time; all the rest have been working to-day. Some few apprentices, who had no right to go out, but broke their indentures and left their work, will not be allowed to come back. With this exception all the hands return to their places.

HONGKONG POLO CLUB SKY RACE MEETING.

President—His Excellency Sir William Robinson, K.C.M.G.
Patrons—His Excellency Vice-Admiral the Hon. Sir E. R. Fremantle, K.C.B.; His Excellency Major-General Digby Barker, C.B.; Commodore Bury Palliser, R.N.
Committee—The Hon. T. H. White-head: Captain Reynolds, R.A.; H. L. Smyth, Esq., Shropshire Light Infantry; J. Armstrong, Esq.; Captain Du Boulay, R.A.; Captain Thomas A.S.C.
Honorary Secretary and Treasurer—F. H. May, Esq.
Starter—John Grant, Esq.
Judge of Tent Pegging—Lieut-Col. Barrow, H.K. Regiment; Mr. Ruck-Keene, S.L.I.
Handicappers:—Hon. J. J. Bell-Irving, Mr. C. S. Taylor R.A., J. Armstrong.
Clerk of the Scales:—J. Armstrong, Esq.
Clerk of the Course:—T. F. Hough, Esq.

The efforts of the Committee of the Polo Club to provide an enjoyable afternoon's racing last Saturday met with a fair amount of success, a fairly large attendance patronising the Race-course whilst, if the fields for the various events ruled smaller than usual, the racing was close and exciting. Owing to the uncompleted state of the new Grand Stand the general arrangements were of rather a primitive description, but under the circumstances there was very little room for fault-finding, and the Committee did all in their power for the comfort of visitors. The weather, which at one time looked threatening, kept up throughout the afternoon, and the course afforded very fair going.

Proceedings commenced at 2 p.m. with the Polo Scurry, a quarter of a mile sprint, which brought half a dozen candidates to the post, and after a most exciting finish between Silver Spur and Milk, the colours of the honorable member for the Chamber of Commerce proved victorious, but only by a short neck. The six furlongs race for subscription griffins of any year resolved itself into a match between Tom Tit and Go Bang and with owners up, Mr. May's diminutive racer held the issue safe from start to finish. Mr. Whitehead's star was again in the ascendant in the Postillion Race for the Ladies' Purse, Silver Spur and Rocket, steered by Capt. Thomas, fairly squandering their eight opponents. A field of five faced the starter for the mile handicap, Romance, winner of the Compradores' Cup and Hongkong Stakes at the Hongkong Jockey Club Meeting of 1891, being favorite, with Parmesan also strongly fancied. After looking all over a winner at the top of the straight, Susewind fell away at the mile post, leaving Parmesan, Tom Tit and Rocket to race home together in the order named, last year's Valley Stakes winner gaining the judge's fiat by a short head with a neck only dividing the other pair. Go Bang was unopposed for the hurdle race and, ridden by his owner, cantered over the course, taking the jumps in good style. On paper, after the result of the handicap, the half mile race looked a certainty for Parmesan and so it proved, the shapely cream winning in a canter from Tom Tit and the overweighted Susewind. Mr. Landale proved successful in the tent pegging competition, and then Mr. Barker's Flatterer, with 10 yards start, and ridden by Mr. Hough, ran clean away from six opponents in the Ladies Nomination distance handicap over the Wong-nei-chong Stakes course. Flatterer is a well-shaped bay pony that certainly possesses the gift of travelling and he may possibly be heard of to advantage against higher class racers than he met on Saturday. An enjoyable afternoon's sport was brought to a conclusion by a splendid race over the Mile-and-a-quarter course, which resulted in a clever win for the penalised Tom Tit—the little un's fourth appearance during the afternoon—from Romance and Susewind.

Mr. Grant was quite efficient with the starter's flag, while Mr. J. Armstrong as clerk of the scales and Mr. T. F. Hough as C. C. and judge left nothing to be desired.

Details are appended:—

POLO SCURRY; distance ¼ mile; for all *bona fide* Polo ponies; catch weights over 11st. 5lb.; ponies qualified to run for this race to be decided by the Stewards; riders to be members of the Polo Club; prize presented by the Polo Club. Entrance, $2.

Hon. T. H. Whitehead's gr. Silver Spur ... Mr. Armstrong 1
The 53rd Regiment's wh. Milk, Capt. Thomas 2
Mr. Landale's gr. Emerald .....Owner 3
The 53rd Regiment's gr. Hardnut, Capt. Moore 0
The 53rd Regiment's b. Niblick, ...Mr. Strick 0
Mr. F. H. May's wh. Bolero.....Owner 0

Silver Spur and Milk held leading positions throughout, and after a grand finish the former won cleverly by a neck, with Emerald a good third. Time 32½ secs.

THREE-QUARTERS-MILE RACE; for subscription griffins of any year; weight for inches as per scale; winners and placed ponies at any race meeting in Hongkong or China (Off Days not to count) to carry 10lb. and 5lb. extra, respectively; prize of $20 presented by the Polo Club; second to receive $5; third to save stake. Entrance, $3.

Mr. F. H. May's gr. Tom Tit, 10st. 13lb.Owner 1
Mr. Cruickshank's gr. Go Bang, 11st. 1lb.....Owner 2

The pair ran together for the first furlong after which Tom Tit gradually drew away and, increasing his advantage the further he went, won, pulling double, by four lengths. Time 1 min. 46½ secs.

The LADIES' PURSE; postilion race; ½ mile; to ride one pony and lead the other; riders to be playing members of the Polo Club. Entrance, $2.

The Hon. T. H. Whitehead's gr. Silver Spur (leading Rocket) ..... Capt. Thomas 1
Mr. F. H. May's gr. Bolero (leading Chesnuts) Owner 2
Mr. Landale's gr. Emerald (leading Partizan) Owner 3
The 53rd Regiment's wh. Milk (leading Niblick).....Mr. Strick 0
The 53rd Regiment's gr. Burrows (leading Hardnut) .....Capt. Moore 0

Silver Spur and Rocket got best away and galloping together in capital form, held the issue safe throughout, and won easily from Bolero and Chesnuts, with Emerald and Partizan close up. Time 64 4-5th secs.

ONE MILE HANDICAP; for all China ponies; prize of $25 presented by the Polo Club; second to receive $5; third to save stake. Entrance, $3.

Mr. Willis' cr. Parmesan, 11st. 9lb. Mr. Paget 1
Mr. F. H. May's gr. Tom Tit, 10st 12lb. Owner 2
Hon. T. H. Whitehead's gr. Rocket, 11st. 7lb. Mr. Hart Buck 3
Mr. Littlejohn's d. Susewind, 11st. Mr. Taylor 0
Mr. Quintet's w. Romance, 11st. Mr. Coutts 0

Rocket made play in front of Tom Tit, with Susewind third and the other pair lying off. At the Bridge Susewind improved his position and joined the leaders, the three racing up the hill in close company, Parmesan at this stage appearing unable to hold his own. At the Black Rock Mr. Taylor sent Susewind to the front and the old dun came down the hill at an increased pace, closely pursued by Tom Tit and Rocket, Parmesan at the same commencing to rapidly make up his lee-way. Half way down the straight it looked anyone's race—barring Romance, who was beaten off—, and a splendid finish ended in favor of Parmesan by short neck from Tom Tit, the latter beating Rocket for second place by a short head. Susewind, pulling up, was two lengths behind the third. Time 2 min. 24 secs.

HURDLE RACE; once round the training track; for all China ponies; weight for inches as per scale; winners of any steeplechase 10lb. of more than one steeplechase 20lb. extra; prize of $20 presented by the Polo Club; second to receive $5; third to save stake. Entrance, $3.

Mr. Cruickshank's gr. Go Bang, 11st. 1lb..... Owner, w.o.

HALF-MILE RACE; for all China Ponies; weight for inches as per scale; Ponies other than Subscription Griffins of any year, Hacks, and Polo ponies, 10lb. extra; prize of $20 presented by the Polo Club; second to receive $5; third to save stake. Entrance $3.

Mr. Willis' cr. Parmesan, 11st. 11lb...Mr. Paget 1
Mr. F. H. May's gr. Tom Tit, 10st. 3lb..... Owner 2
Mr. Littlejohn's d. Susewind, 11st. 12lb..... Mr. Taylor 3
Mr. Gray's gr. Gaiety, 10st. 9lb.....Owner 0

After a couple of false starts the quartette were despatched on fairly even terms, Tom Tit having a slight advantage of Susewind, with the other pair well up. The heavily weighted veteran rushed past Mr. May's pony at the village and came into the straight with a clear lead, going in capital style. After passing the mile post weight and lack of condition told on the leader, who was quickly challenged by Tom Tit and Parmesan, the last named shooting away in the final fifty yards and winning easily by a length and a half from the 1891 German Cup winner, with Susewind a good third. Gaiety was last throughout. Time 64 seconds.

TENT-PEGGING COMPETITION; three runs; points to be given, or deducted, for pace and style; prize presented by the Polo Club. Entrance, $2.

Mr. D. Landale 1
Capt. Moore, 53rd Regiment 0
Capt. Thomas, A.P.D. 0
Lieut. Strick, 53rd Regiment 0
Mr. J. Armstrong 0
Capt. Buchanan, 53rd Regiment..... 0

After a somewhat uninteresting exhibition Mr. Landale proved successful in securing 'a peg,' and as he fairly held his own both as regards pace and style, he was very properly declared the winner.

The LADIES' NOMINATION; distance Handicap ½-mile; winner of any race at any Race Meeting in Hongkong or China, including Off Days, cannot enter; name of rider, who must be a playing Member of the Polo Club, and of nominator, to accompany entry; prizes presented by the Polo Club to the Nominators of the first, second, and third ponies. Entrance, $2.

Miss Barker's b. Flatterer, nm. by Mrs. Barker, 10yds.....Mr. Hough 1
The 53rd Regiment's gr. Vampire, nm. by Mrs. Ravenhill, 40yds .....Capt. Moore 2
Mr. Landale's gr. Emerald, nm. by Mrs. Hawkins, 20yds .....Owner 3
The 53rd Regiment's cr. Cream, nm. by Mrs. Helps, 70yds.....Mr. Ruck-Keene 0
Mr. F. H. May's ch. Chestnut, nm. by Mrs. May, 10yds.....Owner 0
Mr. Cruickshank's gr. Gobang, nm. by Miss Parkes, scratch.....Owner 0

After once getting fairly under way, Flatterer rushed through his field as if they had been standing still and, coming along easily by himself, won in a common canter by several lengths from Vampire, the latter beating Emerald a couple of lengths for second honors.

ONE-AND-A-QUARTER MILES RACE; open to all China ponies; weight for inches as per scale; winner of No. 3 race or No. 4 race penalised 10lb, not accumulative; prize of $25 presented by the Polo Club; second, $5; third to save stake. Entrance, $3.

Mr. F. H. May's gr. Tom Tit, 10st. 13lb. (incl. 10lb. ex.) .....Owner 1
Mr. Quintet's wh. Romance, 11st. 11lb..... Mr. Coutts 2
Mr. Littlejohn's d. Susewind 11st. 11lb..... Mr. Taylor 3
Mr. Gray's gr. Gaiety, 10st. 9lb .....Owner 0
Hon. T. H. Whitehead's gr. Viper, 11st. 4lb. Mr. Hart Buck 0

After a capital start the five competitors ran almost in a line for about fifty yards, and then Viper was driven to the front and cut out the running next the rails with a two lengths lead of Tom Tit, Susewind and Romance lying next, and Gaiety bringing up the rear. Rounding the bend into the back stretch Susewind rushed through and before the half-mile starting post was reached had drawn clear, Viper rapidly dropping away. After passing the Rock the leader increased his advantage and came down the hill well in front of Tom Tit, Romance alone of the others being in the hunt, Tom Tit, running with great gameness, came with a rush and collared Susewind inside the distance, and having the dud at once beaten, came right away and won easily by two lengths from Romance, a length separating the latter from Susewind. Gaiety was fourth and Viper last.

THE DISASTER IN THE INLAND SEA.

LATEST DETAILS.

The *Ravenna*, Capt. Brown, left Kobe on the afternoon of November 30th, and the *Empress of Japan*, Capt. Lee, left Kobe at 11 o'clock the same night both bound west-ward through the Inland Sea. Next morning about 7.30 when near Gogoshima, about 140 miles from Kobe, the *Ravenna* was observed in shore, flying the urgency signal. It was seen that her bows were stove in. She then hoisted the signal "Can you take passengers?" to which the *Empress of Japan* replied "Yes, but be quick about it." The *Ravenna* then signalled "I have been in collision." Captain Lee then put off in a boat to the *Ravenna* and arranged with Captain Brown to bring on the mails and passengers, and these were transferred without any unnecessary delay. It was ascertained that about 4 o'clock on the morning of December 1st, the *Ravenna* had met the Japanese torpedo cruiser *Chishima Kan* and collided with her. The *Ravenna* had just come through the Straits, and Captain Brown had gone below, the ship being in charge of the pilot, a Japanese, at the time the collision happened. The pilot stated that the cruiser crossed the bows of the mail steamer unexpectedly, and the *Ravenna* struck her amidships. The cruiser was cut in two and sank immediately. Cries for assistance were heard, the *Ravenna's* boats were lowered and 15 of the crew of the sunken vessel were picked up. Captain Brown and the carpenter of the *Ravenna* subsequently went in a boat around the steamer and inspected the damage, when they found another of the *Chishima's* crew in the hole made in the steamer's bows, this man making the 16th survivor of the collision. The crew of the cruiser consisted of 78 all told, of whom 62 are supposed to be drowned, but of course one or two others may have been picked up by the fishing boats. The collision bulkhead of the *Ravenna* stood the shock, and it is expected that she will be able to proceed to Nagasaki for repairs after taking the necessary precautions against the bulkhead giving way; she takes the survivors of the cruiser with her.

The commander of the *Chishima*, Captain Kabourachi, and the French engineer M. Esneault, who came out in the luckless cruiser to represent the constructors, are amongst the survivors, but we regret to state that the wife and child of the last named gentleman were drowned.

Mr. H. A. Ritchie, the Agent of the P. and O. Company in Shanghai informs the *Mercury* that he has no further official information of the disaster, beyond that the stem of the *Ravenna* is badly twisted to starboard, but that the collision bulkhead has stood and that the cargo has sustained no damage, the forehold being clear of water.

The following narrative of the collision was courteously supplied to a representative of the *Mercury* by Mr. G. A. Hay, of Saginaw, Mich., U. S. A., who was one of the *Ravenna's* passengers:—

The passengers really know very little of the occurrence, having all been below in their bunks when the collision happened. The first intimation I had that anything unusual was going on forward was being awakened by a shock and a kind of grating noise, which made me think the ship was on the rocks. I rushed on deck in my drawers and socks and immediately saw there was great confusion among the Lascar crew of our vessel. I could see no rocks or breakers around but I heard cries for assistance from the water, and looking over the ship's side I saw two or three heads bobbing up and down. One of the *Ravenna's* officers passing me just then, I asked him what was the matter and he told me hurriedly that we had run down a junk and that the boats were being lowered. I could see no trace of any other vessel, not even a ripple on the water to show where a ship had gone down. I could see that our people were lowering the boats as fast as they could, one of them being already almost in the water when I got on deck, but I could see the Lascars were not behaving so well as they might have done.

When our informant came to this part of his story he made use of one or two rather strong expressions, which we hold over for the present.

Continuing he said:—Well, the boats were lowered and went away to the rescue, and I must say the conduct of Captain Brown, and the officers of the *Ravenna*, was prompt, brave, and worthy of all praise. The second officer sustained a terrible injury to his hand in getting the boats away, four of his fingers being cut off. The boats succeeded in picking up 16 persons, whom they brought on board, and then it was we discovered that we had run down a man-of-war. Her Captain and a couple of officers were amongst those saved, and also a Frenchman, M. Esneault, an engineer, as we afterwards discovered, but the poor man has to deplore the loss of his wife and child, who went down with the ill-fated vessel.

The Captain, who had evidently been on the bridge at the moment the collision happened, for he was picked up in his overcoat, muffler and sea-boots, informed us that the ship run down was a Japanese torpedo cruiser, the *Chishima Kan*, and that 62 of her crew and officers had gone down with her. No explanation was given of the way the collison happened, but I heard one of our officers say that we had been going on all right until the cruiser ran across our bows. Most of those saved were fully dressed, two only being clad in their sleeping clothes, from which I infer that, with these exceptions, the only people saved were those on deck at the time of the collision. I am told our pilot's account is that the man-of-war had been at anchor under a small island and that when the *Ravenna* approached the place she suddenly shot out across our bows and was run down. We did not leave Kobe until 5 o'clock in the afternoon of November 30th, having been postponed a couple of hours through some cause or other. I do not know exactly where the collision happened, but the Captain and second officer had just turned in, the chief and fourth officers being on watch at the moment we ran the *Chishima* down. The sea was calm but the weather was dark and foggy. I may say that the moment I came on deck I heard our anchor let go. I do not know exactly how long we stopped, but it was a considerable time, and I was told we ran 18 miles after the collision until we anchored again, which we did off a small village in a bay the pilot knew, but we had to go very carefully, for I believe the navigation was awfully difficult. While we lay there we fired 13 rockets and made other signals, but without getting any response, and at 1 should think about 9 o'clock the C. P. R. steamer *Empress of Japan* hove in sight. We soon saw, thankfully, that she was returning our signals, and shortly after all the passengers were taken off in boats to her and brought on to Shanghai.

The following correspondence has been forwarded for publication:—

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—With reference to an article which appeared in the Shanghai *Mercury* of 2nd instant commenting on the behaviour of the native crew of the *Ravenna* at the time of collision with the *Chishima Kan* I enclose for your information copies of letters on the subject addressed by some of the *Ravenna's* passengers to the Commander of the *Sutlej*. These will enable you to decide whether currency should be given here to the *Mercury's* statement. In regard to the remarks made by the passengers as to the lighting of the *Ravenna* I may mention that an arrangement had been made with the Electric Company here for the installation of a night circuit on board, which was to be fitted up on her arrival at this port.

I am, Dear Sir,

Yours faithfully,
H. H. JOSEPH,
Superintendent, P. & O. Co.
Hongkong, 6th December, 1892.

Steamship *Sutlej*,
December, 5th,

W. D. G. Worcester, Esq.,
Commander, Steamship *Sutlej*.

Dear Sir,—Your letter under date of December 3rd received and in reply I will say, most of the statements which appeared in the *Shanghai Mercury* under my name in regard to the collision between the *Ravenna* and a Japanese torpedo catcher are incorrect.

The shock of the collision woke me up and I can only describe it as a peculiar grating

sound; I thought we were on the rocks. As quick as I could get my shirt and trousers on (which took some time as my cabin was in total darkness, as the electric light was not turned on) I hastened on deck; as I reached the companion-way I heard the anchor go, and on gaining the deck found two of the boats were already down; the third followed a few moments later, but some trouble was experienced with the fourth and it was some time before it was lowered, there being only two sailors with this boat.

I saw none of the Lascar crew upon the deck, but it was dark and they may have been in the fore part of the ship: I believe there were four of them in one of the boats that pulled away to rescue the men in the water.

So far as I can judge there was no confusion among the passengers.

The officers, conduct was certainly prompt and magnificent, giving orders and working at the same time, also assuring the passengers there was no immediate danger as it had been ascertained the *Ravenna* was making no water. The second officer had the first joints of his third and fourth fingers crushed in a block, and not four fingers cut off as is stated in the *Mercury*, neither was it foggy, but rather dark and cold.

The strong language mentioned by the *Mercury* was in no way connected with the officers or crew of the *Ravenna*.

I regret that an article so incorrect should have found its way into the Press as I believe it to be very injurious to Capt. Brown, a man for whom I have not only the greatest respect but warmest praise.

Very truly yours,
(Sd.) W. G. HAY.

S. S. *Sutlej*,
5th December, 1892.

Dear Sir,—In answer to your letter of Dec. 3rd I will give you my own experience of what occurred when the *Ravenna* collided with the Japanese war-ship *Chishima Kan*. One of the boats on the port side was already in the water, and the crew, European and Native, were engaged in lowering the two after boats on the starboard side.

I noticed no confusion or want of discipline, and every one seemed to be doing their best.

(Sd) CAMPBELL COFFIN,
Lieut. Royal Engineers.

S. S. *Sutlej* at sea,
December 4th, 1892.

On the 30th November when a passenger on board the P. & O. s.s. *Ravenna* I came on deck shortly after she had collided with the Japanese war-ship *Chishima Kan*. One of the boats on the port side was already in the water, and the crew, European and Native, were engaged in lowering the two after boats on the starboard side.

I was awoke in my cabin and heard the whist's followed by a loud grating noise. My first impression was that we had gone on shore and I rushed on deck as fast as I could, and then I saw there had been a collision, and I heard an order given "Lower the boats; all passengers to come on deck." I ran down to get my daughter out of her cabin, and was again on deck in about 2 minutes. I saw one boat was already on the water, and a second was being lowered with 4 Lascars in her. This I consider very quick work: no sailors could have done it more quickly; there was no panic whatever and the Lascars were all doing their work expeditiously and quickly, and there was no confusion of any sort. I think it right to point out that the absence of lights on board was a defect which might easily have led to a panic; the electric light on board is turned off at 11 p.m. and there is no night circuit; the consequence was that all passengers had to dress in the dark, on deck also there were not sufficient lights; one passenger brought up a candle and I procured a lantern from the Bar Steward to assist the crew in lowering the companion ladder which had got jammed. I fancy the passage in the Shanghai *Mercury* must allude to this circumstance and not to any delay in lowering the boats. I enclose for your perusal a note by Lt. Coffin R. E.: the other English passengers were not on deck sufficiently early to see what occurred.

Yours faithfully,
(Sd) H. B. BECKETT,
Punjab Civil Service.

LITERARY NOTES.

Robert Louis Stevenson's jaunt in the South Seas has proven a little gold mine. He has a first-class yacht free, a salary of $20,000 per annum from his New York publishers and is said to have cleared over $100,000 from his books during the period.

Ella Wheeler Wilcox's "Poems of Passion" have been translated into German, French, Spanish and Italian.

Mary Forster, the famous Newnham graduate has emigrated and is now the secretary of the Socialist League of America.

Delancey Pierson, the novelist, has left Spain after a long residence spent there to gain materials for future works of fiction.

Minna Irving's poems have reached their 20th edition. She appears to be the successor of Adelaide Proctor.

Frank A. Burr, who will be recalled from his jilting match with the Saturday Review has, given up regular literary work for special political writing.

A new star on the poetical horizon is Leon Mead, who attracted attention a few years ago by some very clever plays and dramatic sketches.

John Ernest McCann, a brilliant poet and playwright, has just published a delightful little volume in collaboration with Ernest Jarrold ("Mickey Finn"). It consists of verse and prose stories and is extremely pathetic and dramatic in character.

Dan Dawson (the Harmonious Blacksmith) is about to issue a dainty collection of his more popular verses. His name is a funny misnomer by the way, as he is neither a musician nor a blacksmith, but a prosperous merchant and manufacturer.

Jem Masson, the humorist, is as prolific as Tom Hood. Though under thirty, he has already written over 1000 poems and 4000 prose pieces.

Lily Curry, whose "Bohemian Tragedy" and "Drops of Blood" made a stir in 1884 is living in retirement in Honduras. She occasionally contributes interesting articles to the magazines and weeklies.

Henry Guy Carlton's latest play the "Gilded Fool" has scored a great hit and is booked for England, the States and Australia.

Ouida is getting old and querulous. She now writes polemics to the newspapers and goes wild with wrath when the editor declines to publish them. Her books have made her a very rich woman.

Rudyard Kipling is in hotter water than ever. The Australian press has joined the attack upon him by the British and American. He does not mind it, but regards it as a profitable free advertisement for his writings.

It is a good thing to be a premier, Gladstone's last article to the North American Review brought a cheque for £1,000!

Guy de Maupassant will probably never recover his reason. All the physicians who have been called in pronounce his case to be hopeless. In addition to wine, women and cards, the talented writer seems to have been addicted to opium and hasheesh.

Jerome K. Jerome is to make a lecturing-tour in Canada and the States. He has been very prosperous in the past two years.

The Shakespear-Bacon controversy has broken out with fresh virulence on both sides of the Atlantic. Won't some one start a new school and prove both to be mythical?

The death of Tennyson vacates the poet-laureateship. There are already a number of Richmonds in the field, including Arnold, Swinburne, Morris, Heron-Allen and Watson. The first are really so far ahead of all others that one of them would win the honor, were it not that Swinburne has gained the enmity of the Queen and the Premier by his convivial habits, Morris by his radical socialism, and Arnold by,—well, who knows what?

James Henderson Connolly has developed into a very popular writer of short magazine stories. Ten years ago he was an active reporter on the daily press.

J. S. F. Dale after several literary successes finds that fiction does not pay as handsomely as he expected and so announces his return to the profession of the law.

Heron-Allen has done so well as a London solicitor that he has not had enough leisure in the past twelve months to devote to the muses and has produced practically nothing in that period. He married an heiress a few months ago.

Maurice Barrymore's last opera turned out a literary success and a financial failure. He now is at work upon a modern style of comedy.

Prof. Max Muller of Oxford will soon issue another series of his famous lectures in book-form. It is said that after he writes them, he employs a first-class London literary man to finish them off.

James King is another editor who has made a hit as a lecturer. To a charming style he adds a good stage-presence, a fine delivery and a handsome personal appearance.

Bill Nye, the famous humorist, recently received a Chinese flag from an admiring friend in the Far East. In acknowledging the gift, he describes it as an "Embroidered microbe."

Trade-journals grow more prosperous every year. A recent discussion in the Savage Club showed that the "Leather-trades Circular," "The Druggist and Chemist," "The American Analyst" and "The Cloak Review" paid better rates to contributors than did most of the daily papers.

Returns from local libraries show that Walter Besant is the most popular of all living British novelists.

The Pall-Mall Budget is vastly improved since it adopted a heavier paper and changed its press and type. It has built up a large foreign circulation.

Virginia Butter, the celebrated correspondent, has written on an average over 8000 words a day for ten years. Her memory is so remarkable that it is said she can call by name over ten thousand people of greater or less prominence.

ANTI-FOREIGN DEMONSTRATION AT ICHANG.

The Ichang correspondent of the *N. C. Daily News* writes on November 22nd:—

In my last I commented on the sweet serenity and peace prevailing at Ichang, notwithstanding the presence of upwards of two thousand students, to say nothing of their sisters and their cousins and their aunts, in the city. I also wondered if this was a lull before the greater blow. This wonder has now been partly dispelled, and evidence has been forthcoming that the fires of jealousy and murdering hate are still smouldering within the bosoms of the vast gathering of *literati* that are assembled within the confines of the city walls. The evidence was produced in a somewhat unexpected manner on the afternoon of the 20th. The China Merchants' steamer *Kiangtung* being expected to arrive on that date with the Literary Chancellor on board, the river bank, landing steps, and official junks were early bedecked with many-coloured flags and gorgeous awnings; this had the usual effect of collecting a crowd to stare open-mouthed into vacancy, and eventually squat down on their haunches and loaf around. Students came out of the city and joined them, awaiting their literary chief. Things were rather slow and a little excitement would be acceptable; the Customs pontoon was not more than fifty yards from them—what more natural than to scoff and jeer at the foreigners on duty there? The thing was tried and fulfilled expectations brilliantly; it helped along the time, and appeased and satisfied their national conceit and hate, for 500 of them to be taking it out of a couple of foreigners.

The coolies and Yangtze trackers among the crowd became bolder, and went down on the sands and attempted to pass along the twenty or thirty yards of staging that bridged the shallow water to the pontoon. The students, taking the best care of their own precious carcases, cheered, egged them on, and encouraged encroachment; the foreigners resisted it. This was afternoon. The mob increased, and catching the spirit that was alive, broke off in large sections and proceeded to violate the privacy of detached foreigners' houses, the doors of which their occupants barricaded. A party of about forty climbed the walls of the new Consulate and wandered about within its precints. They did not lay violent hands on anybody, or anything, but appeared content to display their unbounded cheek, and apparently assert their right to go just where they pleased in their own country. This shows the need of a foreign settlement, with well established and clearly defined frontiers.

They forced their way, willy nilly, into the Customs compound; but a foreigner's dog got loose and cleared the place of a hundred of them with so much expedition that they nearly squeezed the life out of each other in their frantic efforts to escape through the door. Meantime the larger crowd waiting at the river steps were gradually becoming bolder as they increased in numbers, and the Customs officials, as they passed to and from the pontoon, were being hustled and spat upon by the rougher part of the mob assembled at the end of the staging, and being cheered on in this playful beastliness by the *literati*, at a safe distance away on the bank—always safe. The crowd increased until the sands and bank were black with them. The excitement advanced proportionately; until the courage of the united mob was sufficient to inspire the advanced guard to mud throwing. And it began, followed later by small stones, though nobody was hurt. The blue-jackets from H.M.S. *Iris* who land for afternoon walks on Sundays, were recalled to their ship. Most of them went on board from a point some distance below; but the two last had to come through a galling fire of boots, yells, mud, and saliva. This was somewhat hazardous on the part of the Chinamen, for the British tar is not a man to be spat on or mud-bespattered with impunity, and had the whole of the tars been together, that mob would probably have been charged and dispersed with the big sticks that the blue-jackets generally take on their walks with them. As it was, these two kept their heads wonderfully well, and although dangerously near it once or twice, did not bring up and face the crowd. The conduct of these men, then, and the behaviour of the whole crew of the gunboat during their stay here, has been admirable under very trying circumstances, and in limited elbow room.

The Customs staff behaved with great patience, tact, and coolness, during a very trying four hours, and gave not the slightest excuse for any serious development of the insulting, riotous spirit that was abroad amongst the population. Still the steamer did not arrive, and the excitement continued to increase, and must, I think, soon have taken another shape had not the darkness shut down, and effectually swallowed up all the pluck of the Chinamen, and dispersed them as the plague scatters the rich.

I have frequently noticed that unless a Chinese mob is in the very highest throes of excitement, one of three things will effect its instant dispersal; viz, darkness, a shower of rain, or a blank charge. There can be no doubt, however, that but for the intimidating influence of the presence of the gunboat, and the excellent behaviour of the Europeans in the Imperial Customs, there would have been another Ichang riot to chronicle. The event was of sufficient importance to show how easily the smouldering embers of foreign hate may be fanned into a flame, once a crowd is assembled; and how necessary is the presence of some standing menace to their nefarious designs, in the shape of a warship, in times of holiday and other excitements. Had there been a couple of that mob having the pluck of spiders, who would have stepped forward as leaders, they would as a body, only as a body, have been good for anything. The pluck of a crowd is proverbial; there is nothing like noise and numbers to flog a coward up to striking point; moreover, their numbers were overwhelming. However it all missed, or hung fire. "All's well that ends well." We shall see.

Capt. Ravenhill has arrived and taken command of the *Esk*. Captain Burder proceeds to Shanghai *en route* to Hongkong to join H.M.S. *Caroline* immediately.

One of the Customs indoor staff has unfortunately been bitten on the finger by a rabid dog, and leaves Shanghai for Saigon in the next French mail. It is not known if other dogs have also been bitten by this animal, but if so, times are likely to be lively in the near future, as wonks are superlatively numerous here.

There are a party of ten ladies and one gentleman, missionaries, now here ashore on their way to Chungking and further, waiting the recovery of the one married lady among them, now ill in bed. With such a spirit abroad as they witnessed yesterday, truly they obey their Master's call with avidity and confidence.

Admiral Fremantle had been expected to pay a visit to this port, and it was thought might have been a passenger in the steamer *Changwo*, which was also expected on the 20th. It would have been a grand moment for him to arrive, for possibly, he might have had to run the gauntlet of mud, etc., with the rest, from the pontoon up the Customs steps. Then there would have been abject apologies from conceited and negligent Chinese officials, or, if the gallant Admiral is up to his reputation, the gunboat would have woke the echoes with her sixty-four pounders. Anyhow he would have seen for himself the spirit that animates the Chinese in the Yangtze valley, and out of it, in their dealings with foreigners. Unfortunately the steamers did not arrive until the following day—the *Kiangtung*, with the Chinese Solomon, early in the morning—thus preventing further crowds and excitement; the *Changwo* late in the evening with Consul Gardner and family from Harkow, but without the Admiral. I should have mentioned in my last that the only persons now concerned in the Chinese badger hunt at this place regarding their claims for the last riot, are the Presbyterians; the rest have succumbed to the Chinese offer.

THE RECENT GALE IN THE YELLOW SEA.

THE "WENCHOW'S" EXPERIENCES.

In sending to our Shanghai morning contemporary the following report of the recent experiences of the steamer *Wenchow*, Captain Robert A. Binns remarks that it shows what pluck will do in cases of emergency, and that a ship may be saved in the last extremity by letting go the anchor at the risk of your life, when not doing it means losing the ship and lives as well:—

The *Wenchow* left Newchwang on the morning of the 22nd November in very unsettled weather, and had thick rainy weather until she had nearly run her distance to Chefoo Bluff, when, it being very dark and rainy and not having sighted anything, the ship's head was turned to the North, engines going slow, until just before day-break, when she was put on her course again. We just saw some land on our starboard bow which ought to have been the Bluff, but before making anything out, the late hard N.E. gale (the hardest I can remember) burst upon us, the sea getting up all in a minute. Got ship round head to it, and only just in time, as there came along three of the biggest seas I have ever seen on the coast, curling over. The *Wenchow* cleared the first, but the second broke on board, bursting in wheelhouse and captain's room, flattening bridge rails, and if it had not been for the foremast going down through the centre of the captain's room and the bridge being up against the mast, I think it would have swept the decks. As it was, it flooded the engineers' and officers' quarters down the mess room deck, damaging all clothes and effects, also flooded captain's room where everything moveable, such as charts, books, clothes, etc., was soon reduced to pulp. We then kept her head to sea as well as we could, but she was inclined to fall off now and again and carried away everything moveable off the decks, breaking steam pipes and bursting in chief officer's room, and gutting it and water closets, carrying away rails on starboard side and doing other damage. As she was making such bad weather of it, and if the ship only fell off in the trough of the sea it would have been the last of her, I decided as a last resource to let go an anchor if it could be done. The ship at this time was taking heavy seas over all, but much to the credit of the chief officer, Mr. Wm. Frazier, at the risk of his life he went forward and after many vain attempts managed to cut the lashings of the anchor and also the tackle falls. Then when the anchor was clear for letting go, the wheelchains carried away, but we managed to drop the anchor and paid out to 120 fathoms, as we could not bring up at less with the engines going all they could. *That anchor letting go saved the ship*, as if she had fallen off in the through of the sea she would have been finished in a very short time. Too much praise cannot be given to Mr. Frazier for this, as it was blowing with typhoon force and the heaviest sea I have seen on the China coast, and also the most dangerous, as shoal water seas curl and break so. The 2nd officer, too, Mr. A. B. Rutherford, is deserving of all praise for his conduct on this occasion, as also the engineers, who kept the pumps going all the time and kept the ship clear of water in the holds. The barometer gave no warning of this very heavy gale, although I had my doubts of its bursting on the 4th day of the moon, the French barometer varying from .765 to 770 and the aneroid 30".40 to 30".60. After letting go the anchor the ship rode it out, rolling frightfully and taking large seas over all.

On the morning of the 25th it moderated and, the engineers having temporarily repaired the steam-pipe, we were enabled to save the anchor and chain and run in a blinding snowstorm to Chefoo with the gale coming away from the N.W. We were lying to for 48 hours, cut and bruised, nothing to eat, and frozen up with the cold, and had a most miserable time of it as can well be imagined. On arriving at Chefoo everything was pure white, the hills being covered with snow to some depth, and the harbour full of "slipping," where they had not done anything for some days. There was such a heavy sea running round Chefoo Bluff, where the steamers went for shelter, that some of them were rolling gunwales under, so you may imagine what the sea was outside. One barque, I hear, strained so much that she got four feet of water into her and was flying signals of distress. It is still blowing from N. W. with blinding snowstorms as I write this.

Chefoo, 26th November.

BANDMANN THE BLACKGUARD.

HONGKONG JUSTICE (?) AGAIN EXPOSED.

On the 27th of July, 1882, the Editor of the *Hongkong Telegraph* was sentenced by Chief Justice Sir George Phillipps to two months imprisonment for publishing an alleged libel on Daniel E. Bandmann, the notorious tragedian. The alleged libel was no libel, it was absolutely true in every particular, and its publication was justified in law. We owed the conviction,—which carried with it costs against us amounting to going on £1,000—to the unscrupulous forensic skill and eloquence of Mr. John J. Francis, the powerful bias of the Chief Justice, who evidently regarded Bandmann as an injured angel, to an easily led jury, and to our own mistaken policy in shielding a woman's dishonour. Since that time Bandmann has been hooted out of India, hooted out of Australia, has had to clear out of England to avoid imprisonment, and in the United States has been exhibiting his tragic power in dime museums. He has also had other experiences, and those are of a character that place him outside the pale of decent life. Bandmann's infamous perjuries in the *Telegraph* libel case were sure to find him out, and for over ten years they have pursued him step by step. It will no doubt interest many of our readers who yet remember the prosecution of over ten years ago to read the subjoined letter to an American contemporary from the tragedian's accomplished wife, at one time a brilliant ornament on the London stage under the name of Millicent Palmer, which shows how even in a British court justice may be grossly outraged—and we would add that this case has not been our only experience in the same direction.

Mrs. Bandmann writes from 35 Gloucester Road, Kew, Surrey, and here is her story:—

I left America in May of 1880, after a lengthened professional tour with my husband through the States and Canada, in broken health, and, now that my lips are opened, I may add with a broken heart. Mr. Bandmann proceeded alone to San Francisco to fulfil an engagement there which had been made for us both. As soon as my health would permit I went to Germany and devoted myself to the education of our children. During the whole of this time my husband remitted me $2000 a year. This continued up to about six years ago and then ceased.

In August of 1887 Mr. Bandmann came to London and made his appearance at the Opera Comique with Miss Louise Baudet in the play "Jekyll and Hyde." The pair, however, only played two nights. They were unanimously condemned by the London press, and an injunction had been obtained by Messrs. Longman, the publishers, to protect their English copyright in the play, and after the first performance they issued a warrant for contempt of that injunction, and Mr. Bandmann fled to Boulogne to evade the consequences and from thence made his way *viâ* Havre back to America with Miss Baudet.

From that time, now over five years ago, I have never heard from my husband, nor has he sent me one penny towards my support, although I was in ill health at the time of his desertion and unable to follow my profession, and also in the face of the fact that Mr. Bandmann had and still holds all my earnings of the eleven years I worked by his side in our extended tours of Great Britain, America and Australia.

In the early part of the present year I received two newspaper cuttings, the one from Spokane Falls, Wash., bearing date of January 21st, which stated that a young woman had given birth to a child on the Pullman sleeper Glyndon *en route* to the West; that the child had been named after the car "Ida Glyndon," and a subscription taken up on the train for the unfortunate mother, who was conveyed to the hospital at Spokane, and on inquiries being instituted it was elicited that the woman's name was Mary Kelly, otherwise known as Theresa Ellsworth, an actress formerly of Mr. Bandmann's company.

The second paragraph stated that these facts had been established and that she had been living with Actor Bandmann on his milk ranch at Missoula, where great indignation prevailed against him, he being considered as the author of the young girl's ruin.

Every true wife will understand with what anguish I read these paragraphs; but it was only one more added to the many similar ones I have had to experience during my married life, and I could only lay the reports away with many others that record the misdeeds of a sinful life.

This last August came the paragraph from the New York *Dramatic Mirror* reporting my husband's bigamous marriage in Montana to Mary Kelly. That was more than any woman's nature could endure and I wrote the letter to that paper which you reprinted in your columns.

In conclusion, if it is possible, as suggested in your article, that a man can obtain a divorce, by publishing a summons to his wife in some obscure newspaper in the West, and if my husband has committed such an outrage, then I say that he has obtained that divorce by fraud. Mr. Bandmann knows perfectly well my whereabouts, this address being the same that has been our home for seventeen years, and, indeed, it is only a little over two years since my son left his father to return to me after a visit of some months' duration at Mr. Bandmann's ranch in Montana.

SIAMESE WOMEN.

It has been said and written that the average Siamese woman is the ugliest in the Far East. Whatever ignoramus gave birth to such a statement has calumniated most vilely the fair sex of Siam. They are far from being renowned for their beauty of face, and this arises as much from the, to Europeans, disagreeable appearance caused by excessive betel chewing. But the average Siamese woman is of a symmetry of mould and beauty of development which might cause so small envy amongst her whiter sisters. Who amongst visitors have not been struck with the fine *physique* and upright carriage of the ordinary Siamese woman, the small feet and hands, fine eyes and intelligent expression? The absence of tresses would seem to be one serious drawback, as all Siamese women wear their coarse black hair cropped short. That they are ugly is a libel, and, as beauty is not confined to any colour, will stand fair comparison with the same order in other countries. A European belle would cut a poor figure deprived of her artificial improvements and would look a sorry figure, compared to the development of her brown sister, in *pinung* and breast-cloth.

Without, however, continuing invidious comparisons between fair beings, whatever the colour, the Siamese damsel has one great advantage over her white sister—there is no place that a woman cannot reach in Siam. This may hold good in Europe and elsewhere where great people are "under the slipper," but here in Siam there is actual power, openly exercised, in the hands of lily and daring climbers up ambition's ladder. As an example of how a Siamese woman may rise from even the humblest position a case may be cited in point. One of the late Prime Minister's wives was, as a child, sold for Ticals 130 ($78) the Prime Minister buying her for his harem from her mistress. A daughter of this little lady became a member of the King's harem and was a great favourite. The child that had cost Ticals 130 was after her death cremated with high honours, and had the satisfaction before her death of marrying her son to the niece of her former mistress. For the Siamese woman such good fortune is by no means uncommon, and strange though it seems they are said to fill their new positions with considerable skill and tact. Born actresses, they need little tuition to play their parts to perfection.

There is, however, a type of the Siamese gentle sex not at all lovely to contemplate—corresponding to the European virago—the amazon. In the last reign the King kept a body-guard of amazons dressed in uniforms of red coats and trousers and armed with small carbines. And a fierce looking lot they were. The present king has turned these into a police force for the interior of the Palace. This class of woman is not at all uncommon. Coarse in speech and manner, there is little of the attributes of the sex in her composition. Mixed up in every brawl, market dispute and quarrel she takes the whole neighbourhood under her protecting wing, and goes in for gambling, fish and cock fighting with the most notorious of native "crooks." Does she marry—Siamese men are courageous—she rules her husband with a rod of iron, and if unable to give him a sound beating, when the humour seizes her she deserts him for some one less formidable.

In all classes of Siamese women exists the love of gambling. In the gambling houses there are always more women than men, and women may be seen in Siam waiting at the gambling dens long before the doors open. The better classes choose dens where they may escape detection, others send in their slaves to make their bets, and some are so aflame with the spirit of gambling that they sell their clothes, themselves, their children, their virtue and anything they can lay hands upon to satisfy the lust for play. Even when their lords and masters, enraged at finding their substance squandered, chain up their wives, these victims of gambling will still find means to make their "book" through sympathizing friends. Play amongst the upper classes goes on fast and furious, sittings of thirty to forty hours being very common.

Women all over the world have many points in common, and probably jealousy is the commonest failing throughout the feminine race. But here in Siam where polygamy is practised it is strange that jealousy can have any serious hold on the ladies. It is evidently instinctive, and is shown very unpleasantly at times. A woman has been known to fling her child into the river on her lord and master preferring a younger and more attractive lady. Ill treatment of the favourite wife is carried as far as safety will allow, and the intrigue and malice displayed in attempts to climb into favour is a thing common to all better class Siamese households. Charms and philters are resorted to and the charm-dealers in Siam quickly rise to independent positions. Painting the lips that the lord of the harem shall believe, and chalking the face that he shall look upon them with favour are favourite devices. Buddha's names worn around the wrist, and tatooing the tongue are also held in high esteem as charms for keeping a husband's affection.

Education among the common women is unheard of. A few can read the fairy tales of the country, few sew, but all are taught to cook. The middle classes teach their girls to stitch flowers and embroider and they show great deftness with little practice. No Siamese lady is ashamed to trade, and the meaning of *noblesse oblige* is not understood, their only care being to amass wealth by whatever means possible in order to gratify the love of gambling and jewellery. To tell the truth is another virtue unknown to Siamese women, and Professor Lampenson, who recently asserted that all women lied by instinct, had an excellent example in Siam. Mothers take their children to a wat sala and there put questions until the little ones have rewarded their efforts with a lie. There is much to be said, then, for the Siamese woman who, despite her vicious training and unlovely life, has many qualities which compensate for many defects. It is only a wonder that she is not far worse, and that her neglected condition has not led to more far reaching and deplorable results.—*Siam Free Press.*

NEWCHWANG.

(FROM OUR OWN CORRESPONDENT.)

23rd November, 1892.

Natives predicted that on the 3rd of the 10th month (21st Nov.) there would be snow. They were very nearly right, for yesterday (22nd—or 4th of 10th month) we had a sort of misty rain which during the night turned to snow, and this morning the ground is quite white. The wind is blowing very strongly from north-east and the temperature is anything but mild. If this weather lasts for a few days we shall have ice in the river, but it is just as likely that there may be another change soon. Anyhow the steamers are anxious to get away.

In port are only the steamers *Seochow*, *Kewkyang* and *Chowchowfoo*, but it is a pity the *John Bailey* (American schooner) has not yet gone out, for she was ready for sea several days ago. The steamer *Yihsang* left last evening and the *Taisang* this morning with the *Tamsui*. It is hardly likely that they crossed the bar, as the north wind would reduce the water. Unless we have another steamer from Shanghai, our next mails can only reach us by courier from Tientsin, where letters should be forwarded, care of Customs Post—so long as steamers are despatched from Shanghai to Tientsin, so that they may reach this port by couriers, who have already commenced since 19th November as you may have seen by the circular headed *Customs Courier Service, Winter 1892-93*. Unfortunately this fact is not much heeded in the south, where mails are often detained till the Chihkiang route is opened, in consequence of which we may not have news till January, whereas if the steamers from Shanghai to Tientsin are availed of till they cease running, we should have our letters and papers with only the extra delay of eight days by courier from Tientsin.

The Norwegian barque *Aron* was sold at auction for Tls. 610, the cargo realising Tls. 210. The salvage of part cargo and gear was disposed of at about Tls. 1,000. There is not much chance of making anything further, as the weather is too cold and boisterous for operating on the Bar.—*N. C. Daily News.*

Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites, for *Rickets*, *Marasmus* and all wasting disorders of children, is very remarkable in its results. The rapidity with which children gain flesh and strength upon it is very wonderful. Read the following:—"I have tried 'Scott's Emulsion' in cases of wasting in young children, and I am of opinion that it is a valuable preparation for such cases. The children take it and ask for more, and the good effects are apparent. I consider it far superior to ordinary Cod Liver Oil."—J. MARSHALL, M.R.C.S., &c., 143, Grange Road, Bermondsey, S.E. Any Chemist can supply it. A. S. Watson & Co. (Limited), agents in Hongkong and China.—[*Adv*].

To-day's Advertisements.

TO-NIGHT. TO-NIGHT.

A MOVING CITY OF MOUNTAINOUS TENTS.

THE BEST SHOW EVER SEEN IS THE VERDICT.

A MONSTER ATTRACTION.

EUROPE AND AMERICA ENCIRCLED AT LAST.

HARMSTON AND SONS' GRAND CIRCUS

AND

MENAGERIE.

An Overwhelming Organization that will live in the memory of man as long as THE WORLD GOES ROUND.

The Management, ever alive to the wants of all Patrons, has for a return visit spared neither trouble nor expense in securing far greater attractions than have ever appeared in Hongkong, relying upon the merits of its superiority to achieve success,

DETHRONE ALL PRETENDERS,
AND
MAINTAIN ITS SUPREMACY.

Capital and Brains combined must win success.

Among the many attractions to be presented will be

THE FEELEY FAMILY. { GRACIE, AMELIA, DICK, FRANK, DAN, TONY. } THE FEELEY FAMILY.

"THE WORLD'S GREATEST ACROBATS," the greatest salaried performers ever in the East, who will make their FIRST APPEARANCE IN HONGKONG.

THE MUSICAL GROTESQUES,
THE STEWART BROTHERS,
JOHNNIE & GEORGIE.

THE OLD FAVOURITES—
MDLLE. LE BLONDE,
THE PEERLESS EQUESTRIENNE.

GILBART TO THE GREAT.

MR. GEO. HARMSTON,
THE EQUESTRIAN WONDER.

THE ANIMAL KINGDOM
OF
LIONS, TIGERS, LEOPARDS,
CHEETAHS, ELEPHANTS,
BEARS, PANTHERS,
&c.

A FAREWELL PROGRAMME
MORE GLORIOUS, POPULAR,
AND
PERFECT THAN THE FIRST.

Doors open at 8 P.M. Performance at 9 P.M.

PRICES OF ADMISSION.

Box of 6 Chairs	...$12.00
Single Seat in Box	2.00
Dress Circle Chairs	1.50
Stalls (Carpeted Seats)	0.50
Gallery (for Chinese only)	0.30

Box plan on view at KELLY & WALSH'S, where Seats can be booked.

ROBERT LOVE,
Acting Manager.

Hongkong, 6th December, 1892. [1191

TO LET.

HOUSE No. 1, "DES VŒUX VILLAS," Peak.

ROOM in "BEACONSFIELD ARCADE," Queen's Road.

ROOMS on Top Floor of No. 10, Ice House Street (above the City Club).

HOUSE No. 1, Duddell Street, or in Flats.

GODOWNS in Duddell Street.

Apply to
BELILIOS & Co.

Hongkong, 6th December, 1892. [1203

SPECIAL NOTICE.

THE "HONGKONG TELEGRAPH" will be on sale at the Hongkong and Victoria Hotels, opposite the Hongkong Club, and at Pedder's Wharf, EVERY EVENING from 5.30 to 7.30 o'clock.

PRICE .....TEN CENTS.

Copies ordered from the Office will be charged the usual rate—25 cents.

Advertisers are reminded that the *Hongkong Telegraph* has by far the largest circulation of any English newspaper published in the Far East. THIS IS GUARANTEED. Terms on application.

Hongkong, 14th October, 1891.

To-day's Advertisements.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Goddard, will be despatched for the above Ports, on THURSDAY, the 8th inst., at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 6th December, 1892. [1198

"SHIRE" LINE OF STEAMERS.

FOR SINGAPORE, HAVRE, LONDON, HAMBURG AND ANTWERP.

THE Steamship

"BRECONSHIRE,"

Captain Jackson, will be despatched as above on THURSDAY, the 8th instant, at Daylight, instead of as previously advertised.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 6th December, 1892. [1042

SINGING AND PIANO LESSONS.

SIGNOR CATTANEO has RETURNED from Europe and begs respectfully to inform the HONGKONG community that he will resume his SINGING and PIANO LESSONS in a few days.

Applications to be addressed
c/o. KELLY & WALSH, LD.

Hongkong, 6th December, 1892. [1199

ZETLAND LODGE,
No. 525.

AN EMERGENCY MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on SATURDAY, the 10th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, 6th December, 1892. [1202

NOTICE.

NOW READY!

THE "BOKHARA" DISASTER.

A FULL DESCRIPTIVE REPORT of the "BOKHARA" DISASTER

With all Particulars, Reports of Interviews with SURVIVORS, the Cruise of the *Thales*, official reports of the Chief Officer, the *Ancona*, and the *Perfetta*, the MARINE COURT OF INQUIRY and its FINDING, experiences of other Steamers in the same Typhoon, the *Normand* disaster, &c., &c.

(All carefully Revised and Edited),
NOW READY.

THIS IS THE ONLY COMPLETE REPORT OF THE DISASTER.

PRICE .....FIFTY CENTS.

Orders should be sent in to
THE MANAGER
Hongkong Telegraph Office,
Pedder's Hill.

Hongkong, 26th October, 1892.

THE TYPHOON SEASON.

NOW READY.

A SECOND EDITION OF THREE THOUSAND COPIES of

"THE LAW OF STORMS IN THE EASTERN SEAS,"

(by W. Doberck, Director of Hongkong Observatory).

THIS useful work has been re-written and greatly enlarged, and is illustrated by lithographs showing the courses of the typhoons of late years.

The pamphlet is issued at One Dollar, and may be obtained from

Messrs. Kelly & Walsh, Limited, Hongkong,
" Lane, Crawford & Co. "
" G. Falconer & Co. "
" C. J. Gaupp & Co. "
" F. Blackhead & Co. "
" Hermann, Herbst & Co. "
Mr. W. Brewer "
The Hongkong Trading Co. "
Messrs. A. A. de Mello & Co., Macao.
Messrs. N. Moalle & Co., Ld., Amoy.
Mr. H. W. Churchill, Foochow.
Messrs. Kelly & Walsh, Limited, Shanghai.
Messrs. Kelly & Walsh, Limited, Yokohama.
Messrs. Kelly & Walsh, Limited, Singapore.
Messrs. Amédée Prince & Co., Paris & London.

or the

"HONGKONG TELEGRAPH" OFFICE.
Pedder's Hill,

Hongkong, 13th May, 1892.

Masonic.

ST. JOHN LODGE
OF HONGKONG,
No. 618, S.C.

AN EMERGENCY MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, TO-MORROW, the 7th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, 5th December, 1892. [1164

DILIGENTIA LODGE
OF INSTRUCTION,

A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, on THURSDAY, the 8th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited.

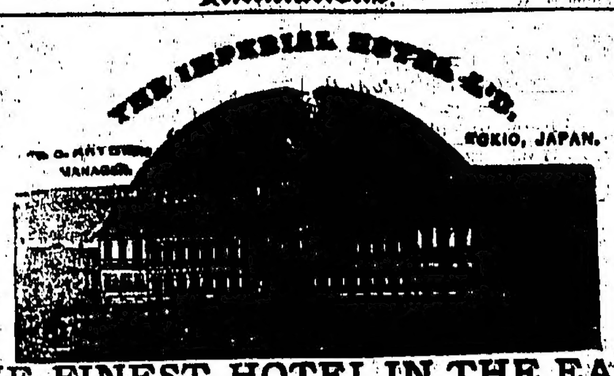
Hongkong, 2nd December, 1892. [1187

ST. JOHN LODGE
OF HONGKONG,
No. 618, S.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on MONDAY, the 12th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, 2nd December, 1892. [1188

Intimations.



THE FINEST HOTEL IN THE EAST.

(Under the distinguished patronage of the Imperial Household.)

THIS fine hotel is situated within five minutes' drive of the terminus of the Yokohama-Tokio Railway and is in near proximity to the Imperial Palace, the Parliament House and the Chief Public Offices.

There are no inside rooms, thus securing well lighted, ventilated and cheerful accommodations. The Cuisine cannot be surpassed, and the aim of the management is to provide for the comfort and pleasure of the guests. The attractions of Tokio are countless, and the religious and floral festivals being of daily occurrence are to be seen at their best and on a grander scale than in any other portion of Japan. All the noted actors, wrestlers and jugglers make the capital their head-quarters.

RATES, $3 TO $4.50 PER DAY.

C. S. ARTHUR,
Manager.

[166

JUST LANDED EX S.S. "EMPRESS OF JAPAN."

CANADIAN DAIRY PRODUCE.

JERSEY CREAMERY BUTTER.
SUPERB CANADIAN CHEESES, 10 & 70 lbs.
Also
GOLDEN RUSSET APPLES, 45 cents per dozen.
Very Choice OLIVET DESSERT RAISINS
In boxes of 5 lbs. each.....$1.50
" " 10 " " 2.50
" " 20 " " 4.50
Specially Selected for CHRISTMAS PUDDINGS, 15c. per lb. or 6 lbs. for 75c.

CARMICHAEL & CO., LTD.
18, Praya Central, Hongkong.

Hongkong, 6th December, 1892. [42

THE MOUNT AUSTIN HOTEL,

Telegraphic address,
"EXCELSIOR,"-Hongkong. 1,400 FEET ABOVE SEA LEVEL. TELEPHONE No. 35.
A. B. C. Code.

TARIFF FROM DECEMBER 1ST, 1892, UNTIL APRIL 30TH, 1893, SUBJECT TO ACCOMMODATION BEING AVAILABLE.

Board and Lodging by the Day, one person	$ 5.00
Board and Lodging by the Day for Married Couples occupying one room	4.50
Board and Lodging by the Month, one person	60.00
Board and Lodging by the Month for Married Couples occupying one room	100.00

(CHILDREN BY SPECIAL ARRANGEMENT.)

Sitting-room by the Day	$ 2.50	Tiffin	$ 1.00
Sitting-room by the Month	30.00	Dinner	1.50
Extra Bed-room by the Day	2.00	European Servants by the Day	1.00
Extra Bed-room by the Month	20.00	European Servants by the Month (Bedroom extra)	20.00
Bed and Breakfast	2.50	Chinese Servants by the Day	0.15
Breakfast	0.75		

TRAMWAY TICKETS will be supplied to RESIDENTS and VISITORS at the Hotel at reduced rates.—For further Particulars apply at the Company's Offices, 38 and 40, Queen's Road Central, or to R. ISHERWOOD, Manager, Mount Austin Hotel.

Hongkong, 13th October, 1892. [1018

THE HONGKONG HOTEL.

TELEGRAPHIC ADDRESS, "Kremlin"—A. B. C. Code.—TELEPHONE No. 32.

PROPRIETORS.....THE HONGKONG HOTEL COMPANY, LIMITED.

THE HONGKONG HOTEL—the most commodious and best appointed Hotel in the Far East, affords unequalled accommodation to travellers and others. It is situated in the centre of the town, opposite the General Post Office and the Hongkong Club, adjacent to Pedder's Wharf (the principal landing stage of the Colony) and in close proximity to the Banks and Shipping Offices.

The HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.

THE TABLE D'HOTE, at separate tables, is supplied with every delicacy, the *cuisine* being under experienced supervision.

THE BED-ROOMS, with adjoining Bath-rooms, are lofty and well ventilated, open on to spacious Verandahs, are lighted by gas and fitted throughout with electric communicators.

The Reading, Writing and Smoking Rooms, Ladies' Drawing Rooms, the new, Bar and public BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience.

A handsomely appointed GRILL ROOM, where chops, steaks, &c., are served at any hour adjoins the HOTEL, and is under the same Management.

The WINES & SPIRITS are selected by an Expert and the BEST BRANDS only are supplied.

HYDRAULIC ASCENDING-ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.

NIGHT PORTERS and WATCHMEN are continually on duty.

R. TUCKER
Manager.

Hongkong, 12th February, 1892. [108

LEVY HERMANOS.

IMPORTERS of JEWELLERY and DIAMONDS in great variety; by every Mail, fresh consignments of latest Novelties from Europe.

CHRONOMETERS, CLOCKS, and WATCHES of all kinds. Handsome TIMEPIECES, and all kinds of Opticians' Goods.

LEVY HERMANOS,
10, Queen's Road Central,
Opposite the Telegraph Companies' Office.

Hongkong, 16th September, 1892. [924

G. FALCONER & CO.,

WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS and BOOKS.
No. 48, Queen's Road Central. [633

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVERSMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition and for Voigtländer and Sohne's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
No. 8, Queen's Road Central. [635

SIEN TING,

SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation free.

Hongkong, 27th September, 1892. [966

TO LET.

HOUSES in KNUTSFORD TERRACE, Kowloon.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 1st November, 1892. [1087

To be Let.

TO LET.

NEW HOUSES in RIPON TERRACE—Bonham Road, near Breezy Point.
No. 4, BLUE BUILDINGS.
FLOORS in Blue Buildings.
OFFICES—Second Floor, Praya Central (lately occupied by Messrs. Dunn, Melbye & Co.)
GODOWN, (under Messrs. Douglas Lapraik & Co.'s Offices).
GODOWN, No. 14, Blue Buildings.
SEMI-DETACHED HOUSES at Magazine Gap. Very cheap Rental.
FIRST FLOOR, No. 22, Elgin Street.
Nos. 4 & 5, VICTORIA VIEW, Kowloon.
FLOORS No. 5, Shelley Street.
No. 7, PRAYA CENTRAL, at present occupied by the New Oriental Bank in Liquidation.
No. 10, OLD BAILEY STREET.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 22nd November, 1892. [1088

TO LET,

WITH IMMEDIATE POSSESSION.

THE Large Handsome SHOP, No. 24, Queen's Road Central, lately occupied by Dakin Bros. of China, Limited.

Also,

Two Large AIRY ROOMS on the Top Floor of above.

Apply to
DAKIN, CRUICKSHANK & Co., LTD.,
Victoria Dispensary.

Hongkong, 2nd August, 1892. [781

TO LET.

No. 9, SEYMOUR TERRACE.

No. 4, QUEEN'S ROAD (lately occupied by Ataka).

OFFICES in No. 4, Praya Central (lately occupied by Messrs. Gilman & Co.).

No. 2, PEDDER'S HILL.

Apply to
DAVID SASSOON, SONS & Co.

Hongkong, 19th November, 1892. [1089

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic .....Tuesday, 20th Dec.
Belgic (via Honolulu)...Thursday, 19th Jan., '93.
Oceanic.....Thursday, 9th Feb., '93.

THE Steamship

"GAELIC"

will be despatched for San Francisco, *viâ* Yokohama, on TUESDAY, the 20th December, at 2 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.
From Hongkong, First-class.

To San Francisco, Vancouver, Victoria, Esquimault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O...	$225.00
To Liverpool and London	325.00
To Paris and Bremen	345.00
To Havre and Hamburg	335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION.	30 day Tickets.	Continuous Trip Tickets.
Kansas City, Mo., Omaha, Neb.	285.00	
St. Louis, Mo.	292.50	291.50
St. Paul, Minn., Minneapolis, Minn	292.90	
Chicago, Ill.	297.50	295.00
Milwaukee, Wis	299.50	295.00
Cincinnati, Ohio	302.30	301.50
Columbus, Ohio	304.25	304.20
Detroit, Mich	304.95	302.75
Cleveland, Ohio	306.55	305.00
Toronto, Canada	309.95	307.45
Pittsburg, Penn	310.25	307.00
Niagara Fall, N.Y., Buffalo, N.Y.	312.00	308.50
Washington, D.C., Baltimore, Md.	317.90	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn	319.75	312.50
New York	319.75	315.00
Boston, Mass	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Service, to European Officials in service of China and Japan, and to Government officials and their families.

Through tickets issued to Passengers booking to Europe or to Overland points, are good for transportation across the America, Continent, *viâ* the Union Pacific Railway System only.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months $337.50
12 months $393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 22nd December, 1892. [2

Hotels.

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, having been Leased by the Proprietors of the "VICTORIA HOTEL," is NOW OPEN and will be run in conjunction with their HOTEL in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents.

SPECIAL WINTER RATES.

The Rates for BOARD and LODGING during the Winter Months, from November 1st to March 31st, have been reduced as follows:—

One person, one month	$150.00
Married couple (occupying one room) per month	250.00
One person per day	2.50
Married couple per day	3.50

For full particulars apply to
VICTORIA HOTEL.

Hongkong, 25th October, 1892. [814

WINDSOR HOTEL,

(In Connaught Buildings),
QUEEN'S ROAD, HONGKONG.

THE Private Hotel heretofore carried on in WINDSOR HOUSE has now been removed to CONNAUGHT HOUSE.

Cuisine under European management. Each Bed-room has its own Bath-room. Hot and Cold water. Passenger Elevator to all Floors.

Charges from $3 per day upwards.

Special Rates for Families or Permanent Boarders. Offices and Rooms to let Unfurnished, and Rooms with or without Board, by day or month. Apply at the Office, No. 57, 3rd Floor.

Hongkong, 23rd August, 1892. [843

HAUENSTEIN'S HOTEL, AMOY.

THIS First-class FAMILY HOTEL is situated on the beach at KULANGSOO and has First-class Accommodation for Visitors.

An EXCELLENT TABLE is kept, and WINES, SPIRITS, and MALT LIQUORS of the very best quality.

Terms Moderate.

R. HELLWIG,
Proprietor.

Amoy, 1st September, 1892. [805

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.

City of Rio de Janeiro ..Saturday, 10th Dec.
City of Peking .....Saturday, 31st Dec.
China .....Tuesday, 10th Jan., '93.

THE U.S. Mail Steamship

"CITY OF RIO DE JANEIRO"

will be despatched for SAN FRANCISCO, *viâ* YOKOHAMA and HONOLULU, on SATURDAY, the 10th December, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.
From Hongkong, First-class.

To San Francisco, Vancouver, Victoria, Esquimault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O...	$225.00
To Liverpool and London	325.00
To Paris and Bremen	345.00
To Havre and Hamburg	335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION.	30 day Tickets.	Continuous Trip Tickets.
Kansas City, Mo., Omaha, Neb	285.00	
St. Louis, Mo	292.50	291.50
St. Paul, Minn., Minneapolis, Minn	292.90	
Chicago, Ill.	297.50	295.00
Milwaukee, Wis	299.50	295.00
Cincinnati, Ohio	302.30	301.50
Columbus, Ohio	304.25	304.20
Detroit, Mich	304.95	302.75
Cleveland, Ohio	306.55	305.00
Toronto, Canada	309.95	307.45
Pittsburg, Penn	310.25	307.00
Niagara Falls, N.Y., Buffalo, N.Y.	311.00	308.50
Washington, D.C., Baltimore, Md.	317.90	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn	319.75	312.50
New York	319.75	315.00
Boston, Mass	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and the families.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months $337.50
12 months $393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year will be allowed a discount of 10 per cent. from Return Fare. *This allowance does not apply to through fares from China and Japan to Europe.*

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, *viâ* Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 3 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 19th November, 1892 [1

Hotels.

BAY VIEW HOTEL.

MR. OSBORNE begs to remind the Public that every possible arrangement has been made for the comfort and convenience of Visitors to this popular Summer Resort. "BAY VIEW" occupies the best situation on the Shau-ki-wan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches call at 8.30 this come alongside the jetty adjoining the spacious lawn.

The Cuisine is unrivalled in Hongkong, and only the best Brands of Wines, Spirits, Cigars, etc., are kept in stock. Private Dinners or Tiffins prepared in First-class style on the shortest notice, and Meals can be served at all hours.

Hongkong, 2nd May, 1892. [480

THE BOA VISTA HOTEL.

BISHOP'S BAY, MACAO.

THIS HOTEL is situated on the sea shore in one of the best and healthiest parts of Macao, and commands an admirable view facing the South. Its accommodation is unsurpassed in the Far East.

Every comfort is provided for Visitors, with an excellent Cuisine, and Wines, Spirits and Malt Liquors of the best brands.

Hot, Cold, Shower and Sea Water Baths. Large and well-Ventilated Dining, Billiard and Reading Rooms, and a well supplied Bar.

A small Dairy is attached to the premises.

MRS. MARIA B. DOS REMEDIOS,
Proprietress.

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THE SHAMEEN HOTEL,

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the River Steamer Wharves, is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hôte is supplied with every luxury in season, and the cuisine is in expert hands.

Wines, Spirits, Malt Liquors, etc., of the best quality only.

A WELL APPOINTED BILLIARD-ROOM.

A. F. DO ROZARIO,
Manager.

Hongkong, 1st September, 1892. [872

Mails.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE, CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION).

Empress of Japan | Wednesday | Dec. 28th.
Empress of China | Wednesday | Jan. 25th, '93.

THE R. M. S.

"EMPRESS OF JAPAN,"

sailing at Noon, on WEDNESDAY, the 28th December, 1892, with Her Majesty's Mails, will proceed to VANCOUVER, *viâ* SHANGHAI KOBE, INLAND SEA and YOKOHAMA.

RATES OF PASSAGE.
(In Mexican Dollars).
FROM HONGKONG, FIRST CLASS.

TO	Line Way Fares.	Prepaid return: 4 mos.	Prepaid return: 12 mos.
Vancouver, Victoria, Esquimault, New Westminster, B.C.	225	338	394
Port Townsend, Seattle, Tacoma, Wash.			
Portland, Ore., San Francisco			
Banff Calgarry, Alba	253	383	447
Winnipeg, Man	275	413	482
To Minneapolis, St. Paul, Duluth, Minn	285	428	499
Chicago, Ill., Kansas City, St. Louis, Mo	295	443	517
Milwaukee, Wis			
Detroit, Mich., Cincinnati, Cleveland, Columbus, O.			
Hamilton, London, Toronto, Ont.	305	458	534
Buffalo, Niagara Falls, N.Y.			
Kingston, Ottawa, Ont., Montreal, Quebec, Que.			
New York, Albany, Troy, Rochester, N.Y.			
Baltimore, Md., Philadelphia, Pittsburg, Pa.	310	465	543
Washington, D. C., Boston, Mass., Portland, Me.			
Halifax, N.S., St. John, N.B.			
Liverpool and London via Liverpool	325	575	650
Paris, via Liverpool and London	345		
Havre, via Liverpool	335	not issued	
Bremen, "	345		
Hamburg, "	335		

2nd class steamer and 1st class on rail, and 2nd class steamer and rail, also Steerage Fares and Rates to other places, quoted on application.

The Steamers call at Victoria to land and embark passengers.

Return Tickets.—Time limit for prepaid return ticket is reckoned from date of issue to date of re-embarking at Vancouver.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway, Vancouver, B. C.

Parcels must be sent to the Company's Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

E. HOLLOWAY,
General Agent,
Office, Pedder's Street.

Hongkong, 30th November, 1892. [3

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Flintshire	Thursday...	December 29th.
Victoria	Thursday...	January 26th.
Tacoma	Thursday...	February 23rd.
A Steamer ...	Thursday...	March 23rd.

AND THEREAFTER THE PERMANENT SERVICE OF THE COMPANY'S REGULAR STEAMERS.

THE Steamship

"FLINTSHIRE,"

Captain Dwyer, sailing at Noon, on THURSDAY, the 29th December, will proceed to VICTORIA, B.C., and TACOMA, *viâ* SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the General Agent, Northern Pacific Railroad Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 5th December, 1892. [810

NOTICE.

IKYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

IKYE'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says:

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 10th June, 1892. [9

Printed and Published by ROBERT FRASER SMITH, No. 6, Pedder's Hill, in the city of Victoria, Hongkong.